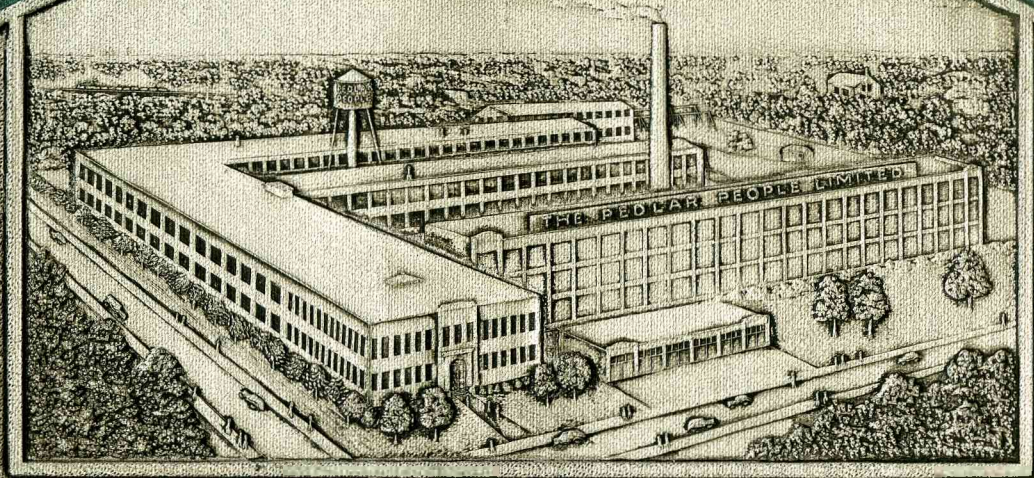


PEDLAR'S METAL BUILT PRODUCTS



The PEDLAR PEOPLE *Limited*

OSHAWA — ONTARIO

MONTREAL OTTAWA TORONTO WINNIPEG CALGARY VANCOUVER

Pedlar's "Metal-Built" Products

GENERAL CATALOGUE No. 27

1938

ROAD BUILDING MATERIALS
FARM BUILDING MATERIALS
FIREPROOF CONSTRUCTION MATERIALS

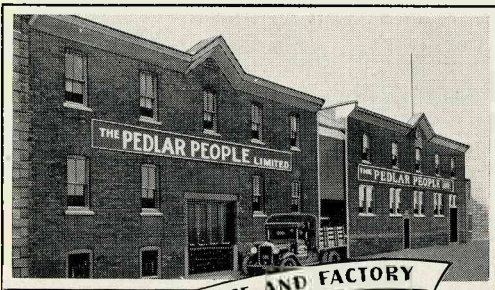
The PEDLAR PEOPLE Limited

Head Office and Factories

OSHAWA - ONTARIO

"Everything in Sheet Metal"

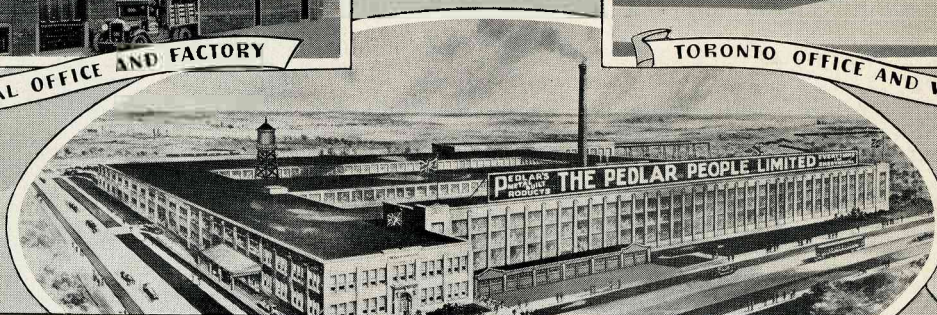
"KEEPING EVERLASTINGLY AT IT BRINGS SUCCESS"



MONTREAL OFFICE AND FACTORY



TORONTO OFFICE AND WAREHOUSE

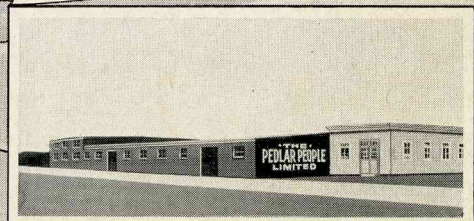


HEAD OFFICE
AND FACTORIES
OSHAWA, ONTARIO



CALGARY OFFICE AND WAREHOUSE

WINNIPEG OFFICE AND FACTORY



VANCOUVER OFFICE AND FACTORY

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1938

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FOREWORD

IN PRESENTING the 1938 edition of our General Catalogue which is by far the most comprehensive ever published by our Company, we can justly emphasize the fact that The Pedlar People Limited, have had an uninterrupted and prosperous history for over three-quarters of a century in rendering continuous service to the public. The inception of our organization was a very small and modest tinshop established in 1861 by the late G. H. Pedlar, Sr. From this small beginning the business has grown steadily and our products are well and favourably known not only in Canada but throughout the civilized world. Expansion of manufacturing facilities had to be undertaken from time to time until to-day our modern factory in Oshawa covers many acres, and factories, offices and warehouses are also located in all the important cities of the Dominion.

This Catalogue illustrates in detail our complete line of "Metal-Built" Products comprising three important groups: Road Building Materials, Farm Building Materials and Fireproof Construction Materials. We maintain a large selling organization including engineers and architects, and are prepared to give advice and quote on special work of all kinds.

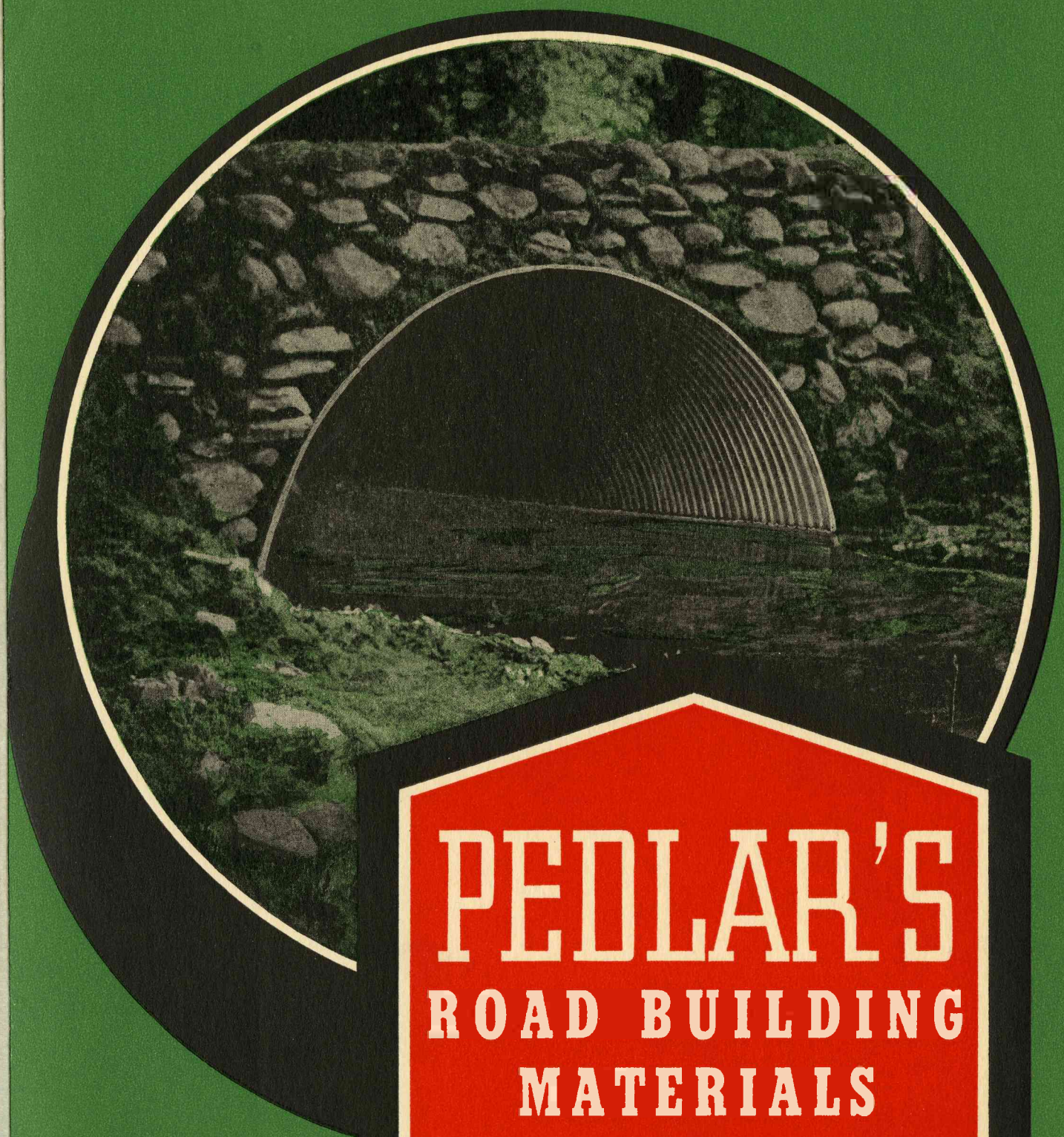
In all the years of our existence we can point with pride to the fact that the family of the original founder is still in charge of the Company which has always had a purely Canadian personnel.

Pedlar's "Metal-Built" Products are manufactured from Galvanized and Black Steel sheets, practically all of which are produced in Canada. Customers are therefore assured when they buy their requirements from our Company that they are assisting Canadian workmen as every dollar of their purchases is reinvested in Canada, either in wages to Canadian workmen or in payment of Canadian raw materials.

The Pedlar People Limited,



President and General Manager.



PEDLAR'S
ROAD BUILDING
MATERIALS

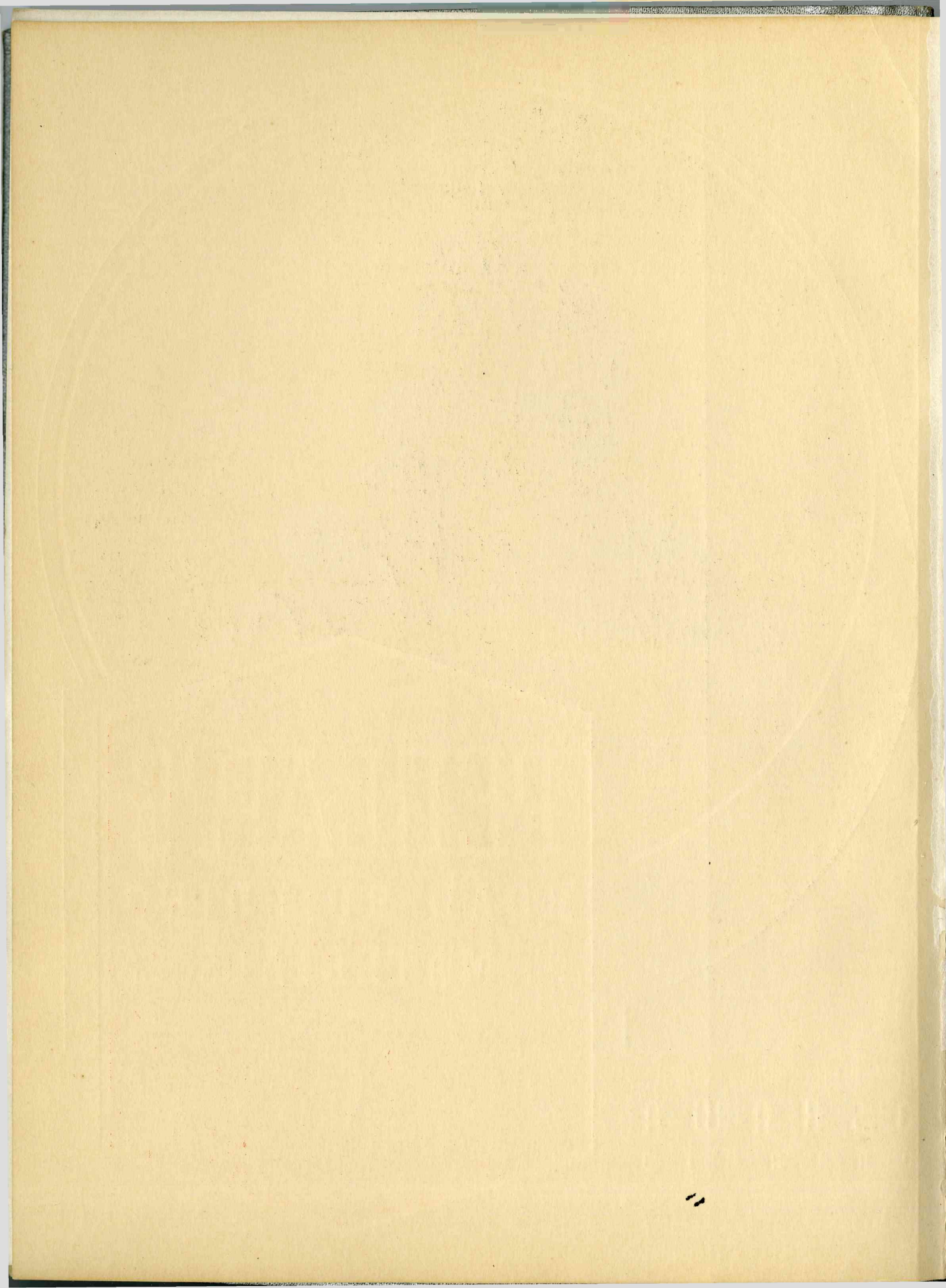
•
THE PEDLAR PEOPLE
L I M I T E D

ESTABLISHED 1861

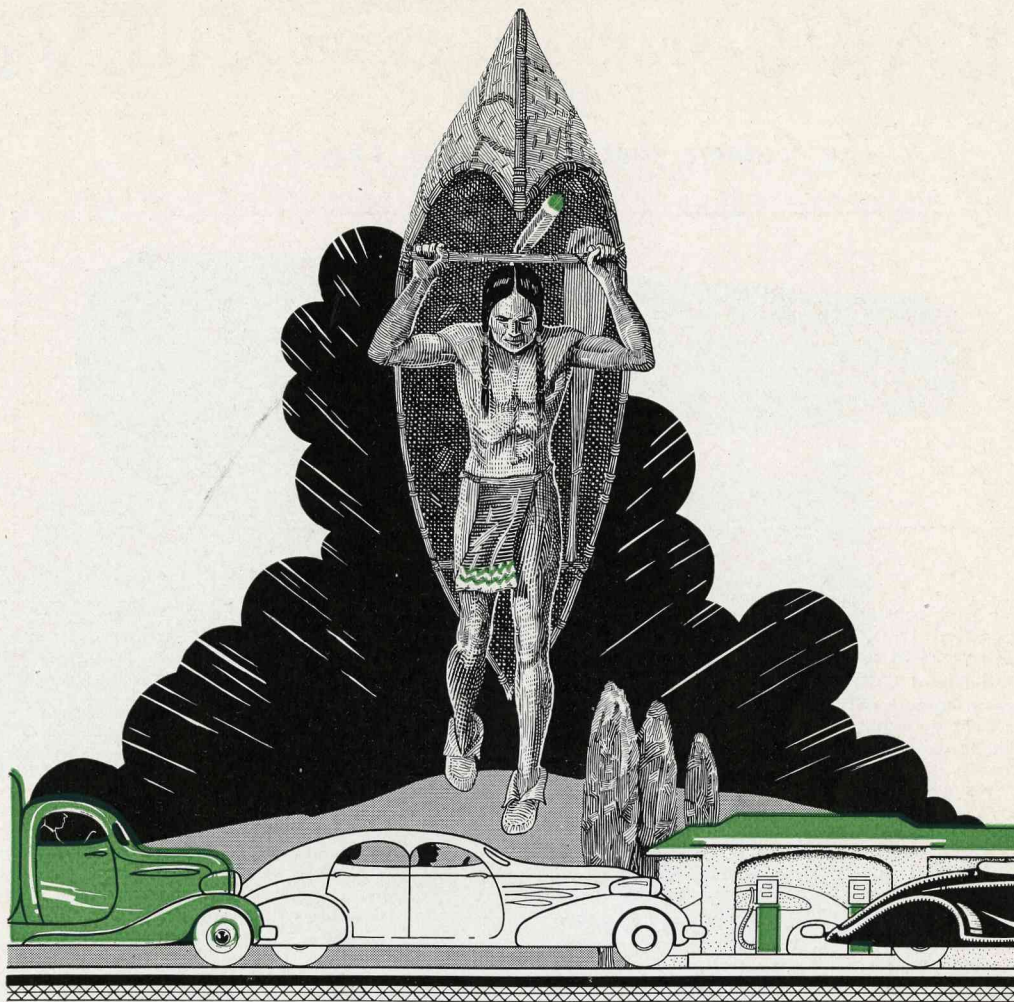
HEAD OFFICES AND FACTORIES
O S H A W A
O N T A R I O

BRANCHES

MONTREAL • OTTAWA • TORONTO
WINNIPEG • CALGARY • VANCOUVER



The Evolution of the Road



from early Indian trail to modern highway

TWO THOUSAND years ago, Julius Caesar built the great Roman Highways into Gaul—wonderful, stone-ballasted roads that have provided the means of defence, of commerce and of control down through the centuries to the present day. From the marching legions of ancient Rome to the motorized armies of the Great War, the history of Europe has been written around the highways of Caesar.

Roads have also proved an important factor in the history of our own country. Canadian roads had their inception in the barely perceptible forest trails, first trod by the moccasin of the roving Indian and then worn to definite paths by the heavy boots of white trappers and traders who "packed" their furs to the nearest Hudson Bay Post. The primitive vehicles of pioneer settlers changed these trails to well-defined wagon-tracks, or trade routes, later utilized by troops and transports as they marched to repel invading enemies. These soldiers and settlers eventually improved the routes by laying split tree-trunks cross-wise, to form a more solid footing and the "corduroy roads" of our forefathers became the main arteries of travel between the important centres of population.

As the years rolled around, the corduroy roads were widened, extended and built up with gravel and stone by each succeeding generation. Small streams were spanned by cedar culverts and plank bridges. Over these roads passed the slow-moving, ox-drawn covered wagon that conveyed the settler with his family and chattels to a new home in a new land. Stage coaches rumbled along at regular intervals, linking the principal cities and towns and this mode of travel continued to serve the smaller communities for many decades, even after the advent of the railways. But it was not until the beginning of the present century that roads reached the dignity of the name "highways". The arrival of the motor car made the public "good road conscious" and opened up an era of highway construction that has transformed the main roads of Canada to the paved smoothness of the city street. Throughout the early period of modern highway construction and up to the present time, this Company has contributed in considerable volume in the manufacture and supply of road building and drainage materials for all of Canada's Provincial Highways and also for county, township and concession roads.

MONTREAL

OTTAWA

TORONTO

THE PEDLAR PEOPLE LIMITED

Established 1861

OSHAWA

ONTARIO

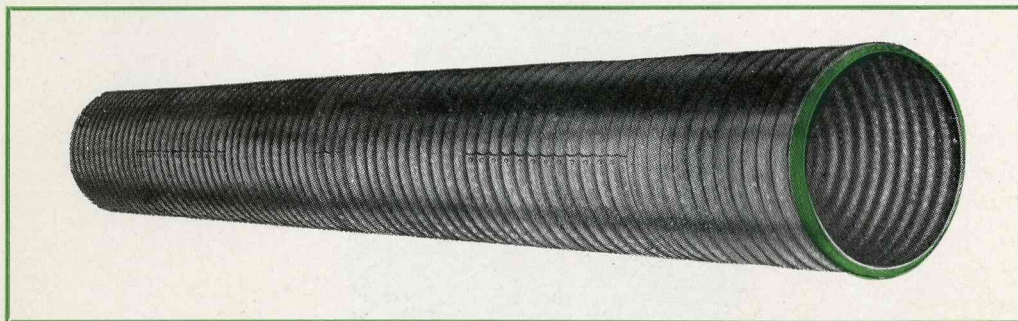
VANCOUVER

CALGARY

WINNIPEG

PEDLAR'S STANDARD ROUND CULVERT

The Culvert that Stands the Test of Time!



MANY of the first corrugated metal culverts, made in 1896 of puddled iron, ungalvanized, are still doing duty after 40 years of service.

Pedlar's Corrugated Metal Culverts of the standard round type made of heavy coated galvanized copper alloy sheets have endured for over a quarter of a century and were the first design to be manufactured in Canada. They were first used under county and township roads in the days when Provincial highway systems were unknown. Now they are standard for main, paved Provincial highways in practically all Provinces, also under railway roadbeds from coast to coast. Cities and towns, too, are using large quantities of Pedlar's corrugated metal pipe for culverts and storm sewers.

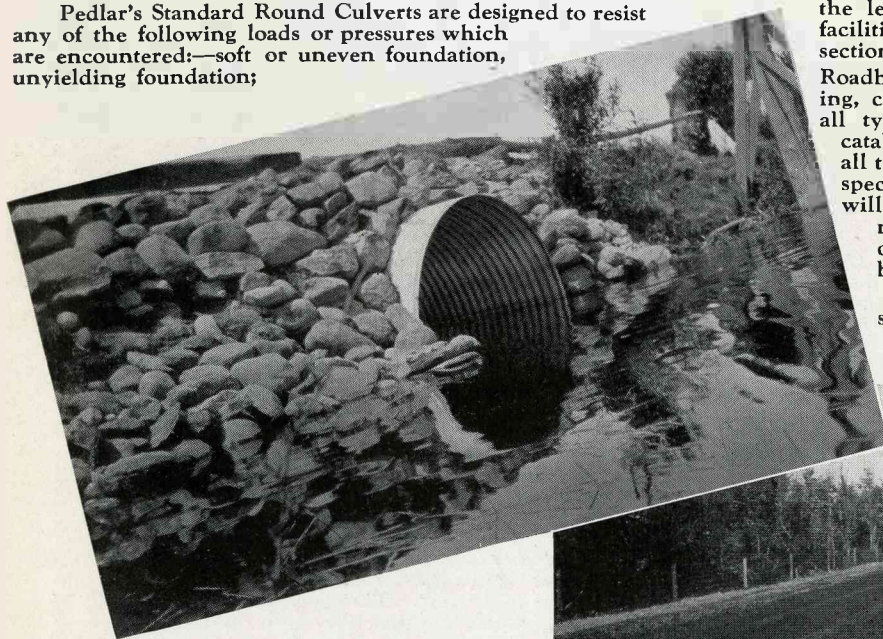
Pedlar's Standard Round Culverts are designed to resist any of the following loads or pressures which are encountered:—soft or uneven foundation, unyielding foundation;

impact and live load under shallow cover; deep fills; transverse earth pressures; frost action or ice; undermining or washouts. All these loads are successfully resisted, provided the culverts of correct gauges are properly installed. One of the principal advantages of this type of culvert is its light weight and low cost of installation. No expensive equipment is necessary, there are but few joints, less excavation is required, the pipe is self-aligning, there is no breakage and the pipe can be back-filled immediately. Corrugated Metal Culverts meet the three essentials of a culvert; strength, durability and economy.

Pedlar's Standard Round Culverts are made in various sizes from 8 inch diameter upwards to 96 inch diameter. Culverts are supplied in any lengths in multiples of 2 feet, the length being limited only by transportation facilities. Where culverts are made in two or more sections, necessary coupling bands are furnished.

Roadbuilders, whether engaged in the surveying, construction or maintenance of culverts on all types of roads and streets, will find in this catalogue, the latest data in convenient form, on all types of Pedlar's Culverts, each designed for a specific purpose. Further along in the book will be found dimension tables and other information of inestimable value, which will prove of great assistance to engineers and culvert buyers.

If you have a special culvert problem, send us the particulars, for full information.



Upper Photo—72" Culvert 10 Gauge installed in Cartwright Tp.

Photo on right shows a 42" diam. Culvert on Ont. Provincial Highway No. 7 near Arden, Ont.

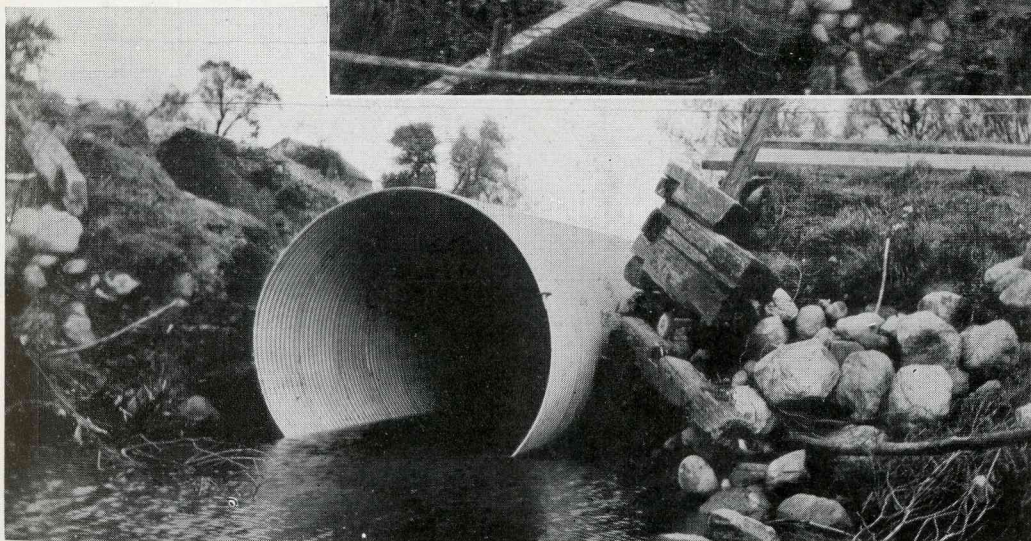


LARGE DIAMETER CULVERTS For GOOD ROADS

Our Culvert Factory is equipped to manufacture large diameter Culverts to suit the requirements of road superintendents and engineers for any work where large Culverts are specified.



*Culvert ready
to install.*



*Culvert in position
ready to be filled.*

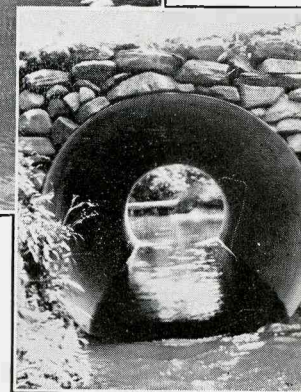
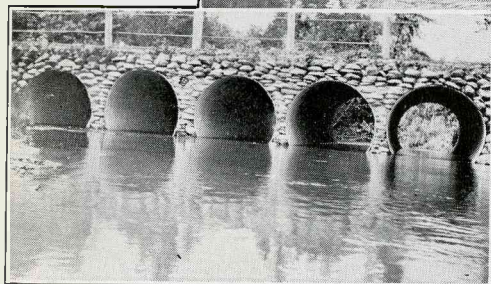
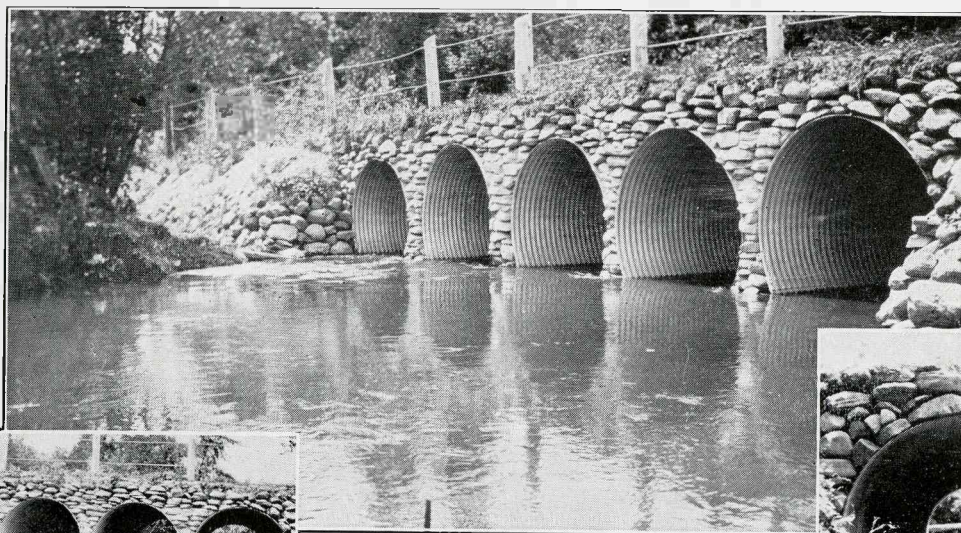
30 ft., 84 in., 10 gauge Standard Round Culvert manufactured for the Township of Kincardine.

BATTERIES FOR BRIDGES CULVERTS

THE use of large diameter Corrugated Metal Culverts in groups, or "batteries", is becoming more pronounced, for bridge construction. This is well demonstrated in the installation of five Pedlar Culverts of 72" diameter, 10 gauge, each 26 feet long, installed to replace a 28-foot span timber bridge in the County of Ontario. This sturdy bridge will support the strain of heavy traffic for many years.

During construction, it was found after extensive boring operations, that even at a depth of 47 feet, it was not possible to find a satisfactory foundation for a concrete bridge. The only solution was the use of large diameter Corrugated Metal Culverts. The old piles, which were still in position were capped. Square timbers were laid longitudinally with the road on top of these piles and the culverts laid across the timbers. Extra timbers were placed on the outside to keep the culverts in place and until filling was completed.

The culverts were placed in position with a space of about 12 inches between each culvert at the centre and clay mixed with water was used as a filler so that all the spaces between the culverts would be completely and closely filled. **THE IMPORTANCE OF PROPER FILLING CANNOT BE OVER-EMPHASIZED.** After filling was completed, stone ends were built up as shown.

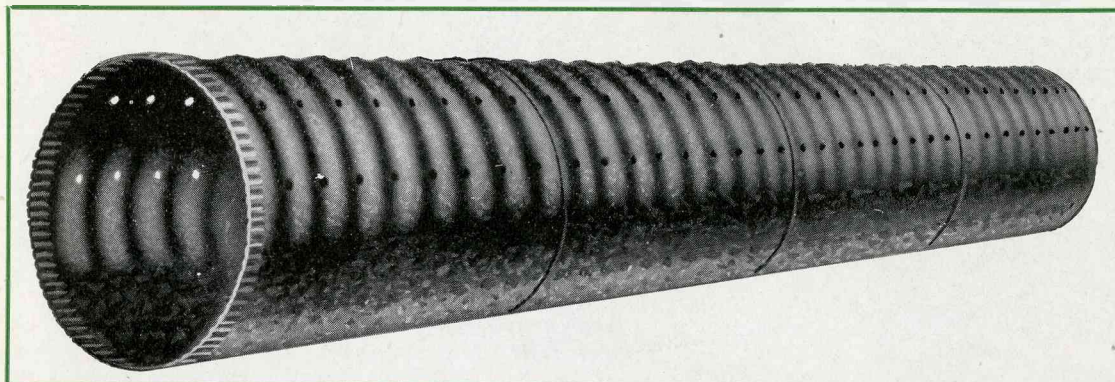


These culverts were installed under the supervision of the County Engineer, and Represented a Saving of \$3,000.00 as against the Construction Cost of a Concrete Bridge.

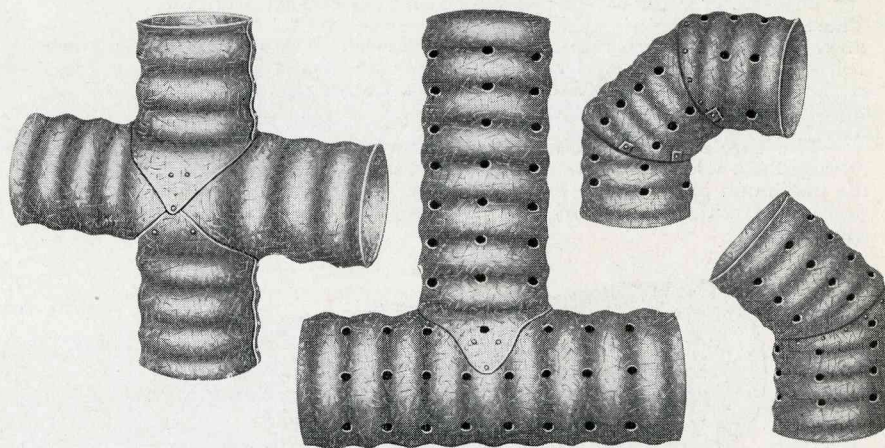
Large size pipe installations in Canada have proven entirely satisfactory and in most instances represent a distinct saving in the use of **LARGE DIAMETER CORRUGATED METAL CULVERTS** instead of concrete bridges.

"Super-Drain" Culverts

For Efficient Sub-Drainage at Air Ports, Golf Courses, Athletic Fields
and for Ditch-Filling Purposes



Metal
Culvert
Fittings



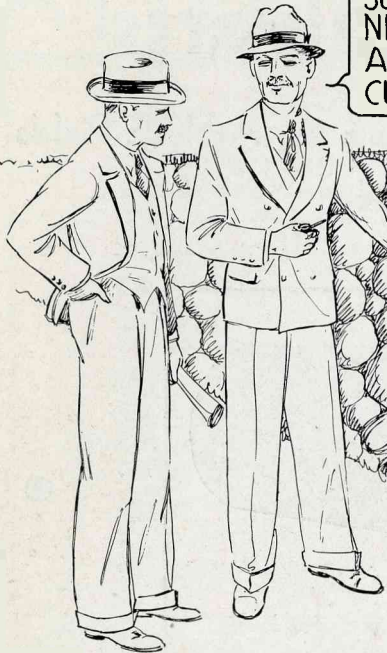
PEDLAR'S Super-Drain Culvert, illustrated above, is designed for ditch-filling purposes, air-ports, golf courses, etc., to remove all the sub-surface water that will drain to its immediate area. With this end in view, the top portion is perforated, but can be supplied without perforations if so desired. The bottom portion of this culvert is similar to our Free-Flow with the exception that there are no reinforcing corrugations over each joint, as these are not required because this culvert is not subjected to any great pressure or load. No couplings are required owing to

the slip-joint ends. The Super-Drain Culvert is made in 6" diameter and larger sizes, requiring not heavier than 12 gauge.

The Metal Culvert Fittings, are for the convenience of the engineer in designing underdrains and special culvert layouts. They can be easily and quickly installed by the ordinary workman under supervision of the road superintendent.

In addition to the above fittings, wyes, reducers and special fittings will be supplied to conform to any engineering detail.

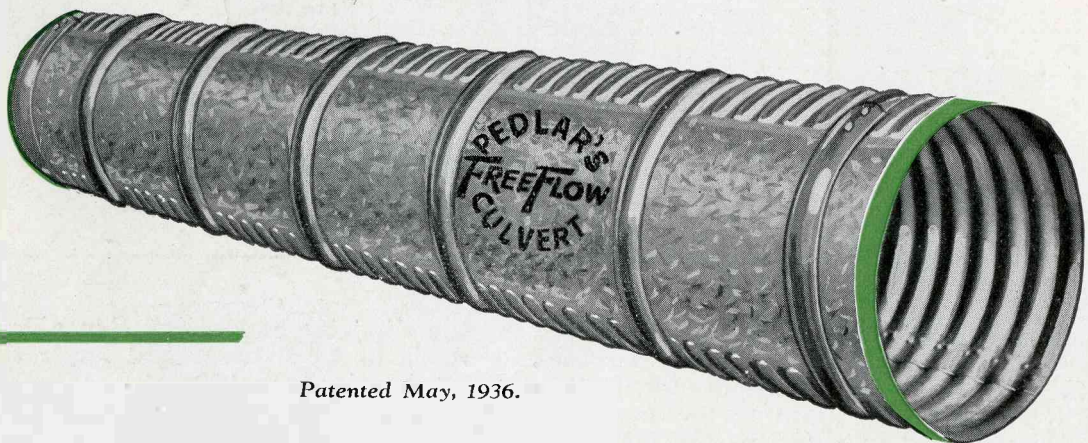
IN ALL THE YEARS I HAVE BEEN ROAD SUPERINTENDENT OF THIS TOWNSHIP, I HAVE NEVER SEEN A CULVERT KEEP CLEAR OF SILT AND FLOATING JUNK, LIKE THAT FREE FLOW CULVERT WE INSTALLED LAST YEAR



THE possibility of erosion is greatly reduced in our FREE FLOW Culvert. The stream flows easily and quickly along its smooth bottom, carrying all floating debris and silt through the pipe. There are no corrugations in the bottom—nothing to retard the flow, or start an obstruction to block the culvert. The result is, a culvert with greater water-carrying capacity and faster flow. Ice readily frees itself, thus reducing erosion, a feature that lengthens the life of the culvert.

The special, sturdy construction features a series of large corrugations, which encircle the pipe at every joint, thus assuring the maximum of strength. FREE FLOW Culverts can be supplied promptly from stock, in any size requiring not heavier than 12 gauge.

Prevents the
accumulation
of silt and
debris

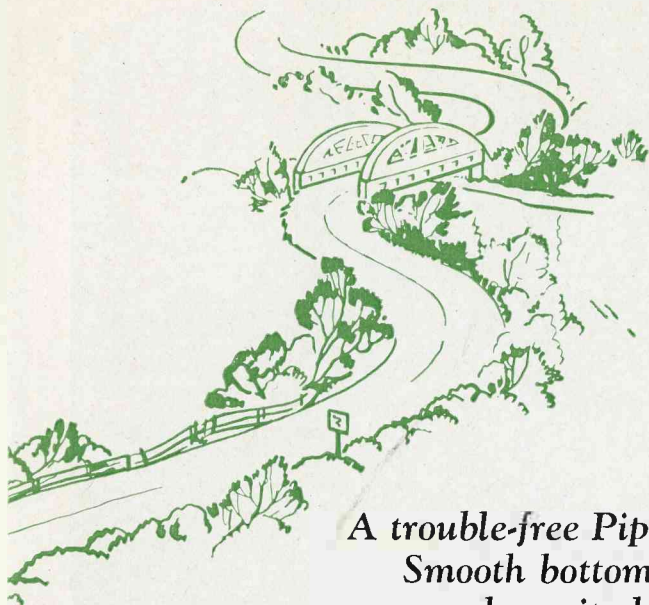


Patented May, 1936.

Pedlar's **FREE FLOW** CULVERT

It's "Smooth Where the Water Runs"

ALL PEDLAR CULVERTS HAVE A GREEN BAND PAINTED AROUND THE END.



"Free Flow" CULVERT

Patented May 1936

A Canadian Culvert Designed
to Meet Canadian Conditions.

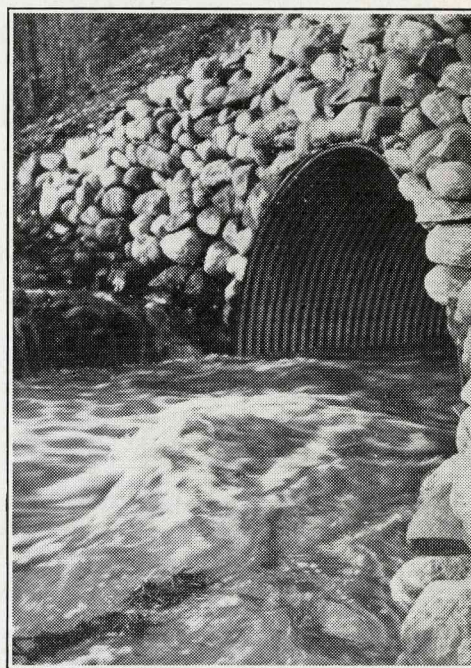
"It's Smooth Where the Water Runs"

*A trouble-free Pipe with a
Smooth bottom that
clears itself.*

Our engineers are constantly striving to meet the requirements of modern road construction by introducing new types of Metal Culverts. The Free Flow Culvert features a series of deep corrugations encircling the culvert at each joint to assure the maximum of strength. This provides sturdy reinforcing along the entire length of the culvert and at the ends.

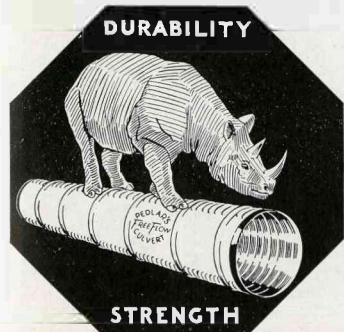
"Smooth Where the Water Runs"

This Culvert is ideal for both road work and sewers. It has a reinforced smooth bottom from which ice readily frees itself and where debris cannot collect. Erosion is reduced to a minimum, a feature that lengthens the life of the culvert.

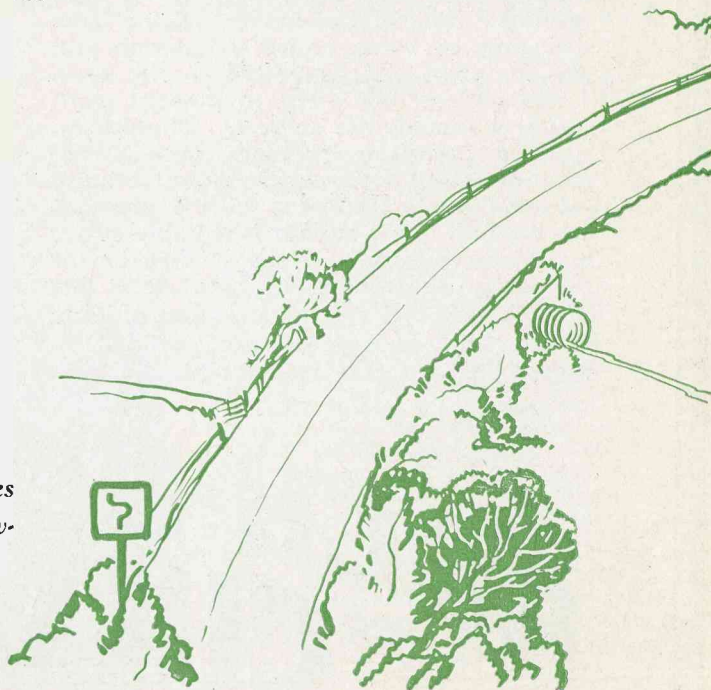


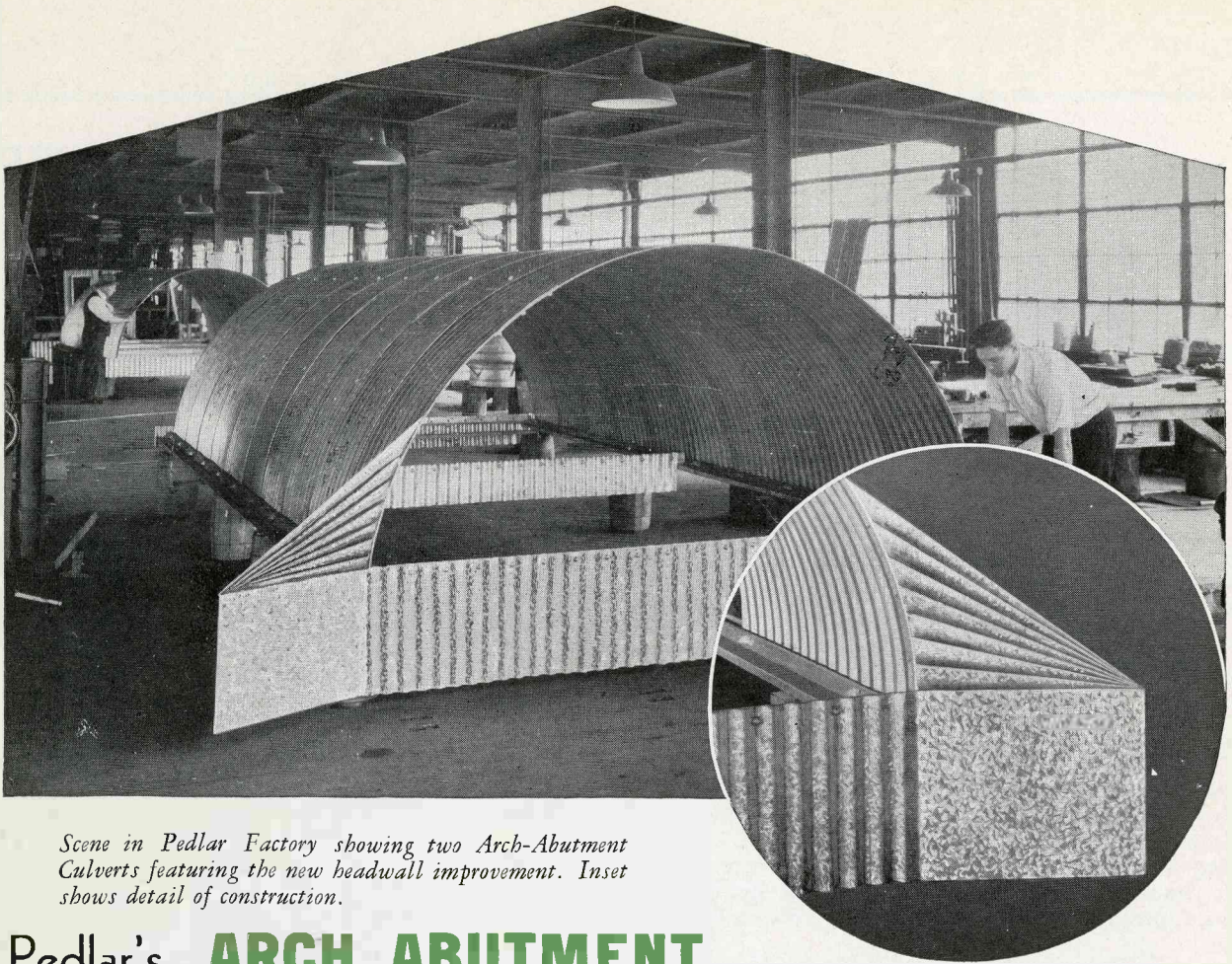
Exclusive Features of "Free Flow" Culverts—

1. Unobstructed free flow of water.
2. Greater carrying capacity with faster flow.
3. Ice will free itself more readily.
4. When flow of water stops, inside surface of culvert becomes dry, meaning longer life.
5. Prevents accumulation of silt and debris.
6. Reduces erosion to a minimum.
7. Large corrugated reinforcements over every joint.
8. The smooth bottom is part of the general construction of the culvert.



Made in all sizes
requiring not heavier
than 12 gauge.





Scene in Pedlar Factory showing two Arch-Abutment Culverts featuring the new headwall improvement. Inset shows detail of construction.

Pedlar's **ARCH ABUTMENT**

Patented July 10 and Sept. 11, 1934.

—an outstanding Culvert achievement

WE are the exclusive makers of the Arch-Abutment Culvert which embodies an entirely new and different idea in arch culverts. The arches are prevented from spreading by being bolted to siderails and also by cross checks bolted to the base. These checks also serve to prevent wash inside or outside the culvert. There is no rust or corrosion problem with Arch-Abutment and there can be none. Nature provides Arch-Abutment with a permanent bottom. This culvert is suitable either for Farm Entrances, Shallow fills, or for replacing old wooden bridges. It is low in cost, durable, can be installed quickly in any kind of weather, and can be salvaged or lengthened if the road is changed.

The Arch-Abutment makes a satisfactory and permanent Arch Bridge. Installation costs are much lower, as no expensive foundations are required. The complete cost for small arch bridges up to 10 ft. spans runs 30% to 50% less than other types of structures. Any way you figure it—lower first cost—lower installation cost—freedom from washout—Arch-Abutment is unquestionably the most practical and economical drainage structure available.

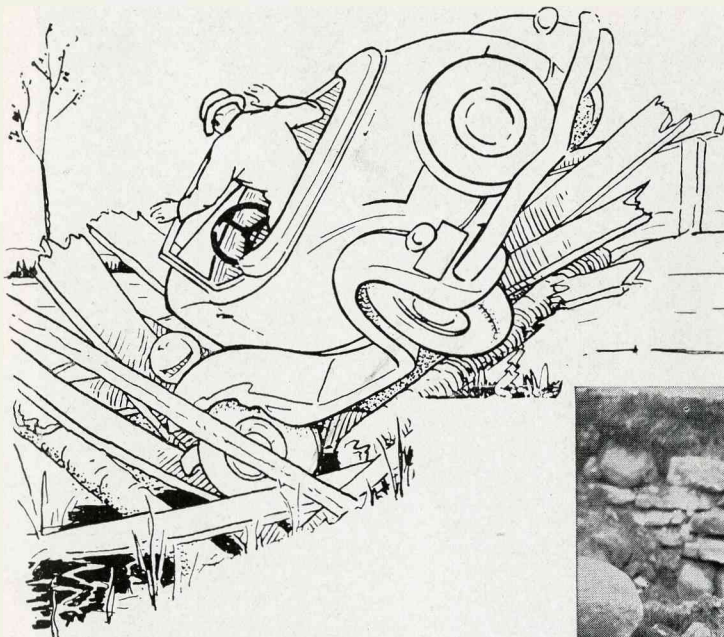
Under the patents dated July 10th. and Sept. 11th, 1934, this company has the exclusive rights for all types of Arch-Abutment Culverts including the formed section, as well as various types of angle iron and channel construction.

ARCH-ABUTMENT CULVERT

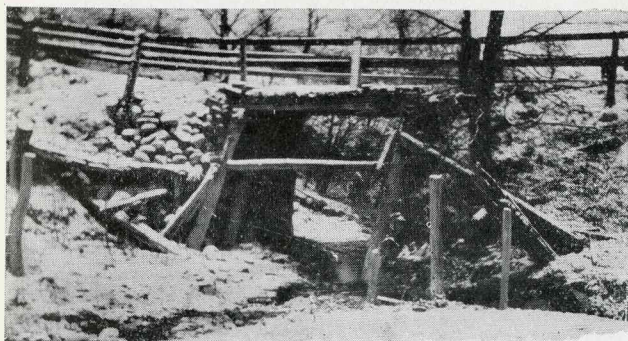
PATENTED JULY, 10, 1934 & SEPTEMBER, 11, 1934

An *Unsafe* Bridge—

may bring on a
damage suit!



The Arch-Abutment in the photo replaced an old wooden bridge that was a menace to traffic.



—the **ARCH-ABUTMENT** Bridge is **SAFE**

Old wooden bridge near Brougham, Ontario.

WHO KNOWS when your municipality may be called upon to defend a court action, due to a defective bridge being crashed by a car or truck?

Can you afford to take this risk?

Why not protect the ratepayers of your municipality by replacing these rickety, worn-out bridges with Pedlar's Arch-Abutment Culvert? We have saved as much as 50% for municipalities by installing Arch-Abutments, as compared with the cost of other types of bridge construction and we can do as much for you. This culvert may be installed at any season of the year by fewer men in a minimum of time. No traffic detours are necessary. Bridge can be kept open by simply removing a section at a time and replacing with Arch-Abutment. These better culverts are made from best quality galvanized copper alloy sheets and require no maintenance when once installed—the first cost is the only cost. Quotations submitted without any obligation. Send us your culvert problems.

Arch - Abutment that replaced bridge shown above.

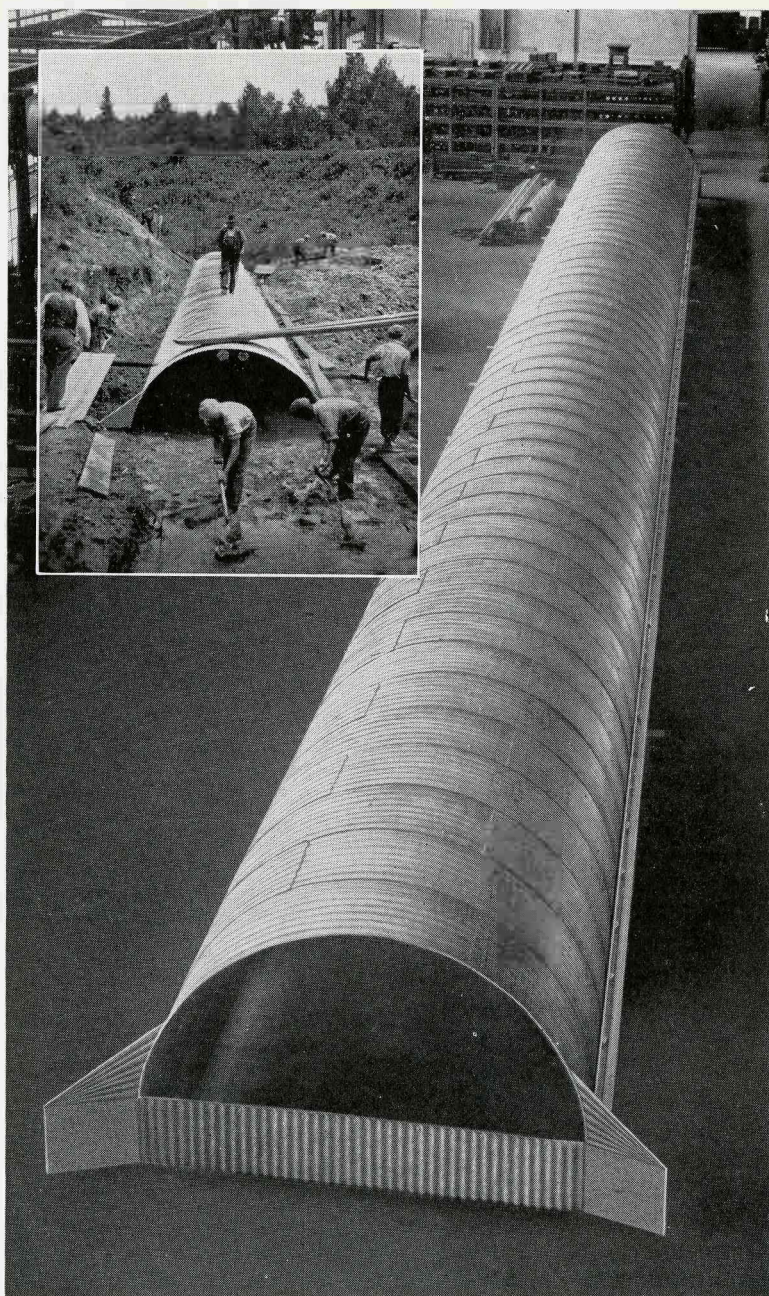




125 FEET in length

- the longest **ARCH-ABUTMENT** ever built!

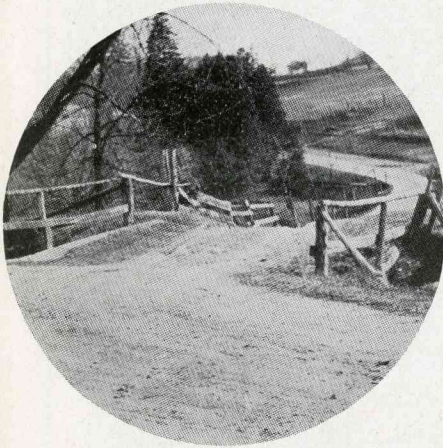
Under the patents dated July 10, 1934, and Sept. 11, 1934, this company has the exclusive rights for all types of "Arch-Abutment" Culverts including the formed section, as well as various types of angle iron and channel construction.



OUR experienced engineers and our plant facilities enable us to meet any drainage problem where a special culvert is required. This is demonstrated in the large Arch-Abutment Culvert measuring 125 feet in length, 9 ft. span, 4 ft. 6 in. rise, 8 gauge, recently completed in our Oshawa factory and installed in Northern Ontario in connection with a difficult highway straightening scheme. The photo shows this culvert assembled for inspection prior to shipment. A view of the installation appears in the inset. The new, built-in headwall can be seen at the upstream end—a feature that is now a part of all Pedlar Arch-Abutment Culverts.

We are prepared to manufacture culverts for any unusual drainage requirement. No job is too small or too large. Tell us your problems.

INTERESTING ARCH INSTALLATIONS



BEFORE

The old wooden bridge was a menace to motor traffic of today.

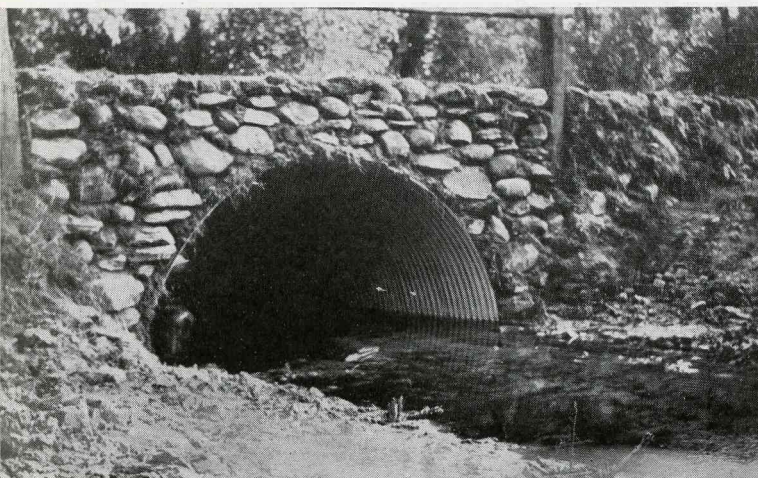


AFTER

The new Arch-Abutment bridge will carry all traffic.

16 Lineal Feet 6 ft. Span 10 Gauge installed over a mill race in Tp. of Cramahe, near Castleton, Ont.

BUILD YOUR BRIDGES THE MODERN WAY



PEDLAR'S "ARCH-ABUTMENT" CULVERT, Patented July 10, Sept. 11, 1934.

16 ft. 10 ft. Span, 10 Gauge—Installed by Township of Darlington.

4 Star Features of Pedlar's ARCH-ABUTMENT CULVERT

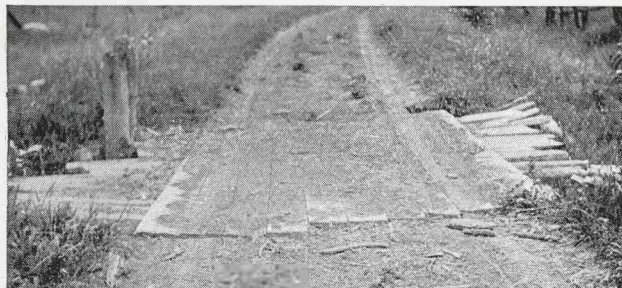
- ★ **NO WASHOUTS**
Strong Abutment Plates prevent possibility of washouts during Spring freshets.
- ★ **BUILT-IN HEADWALL**
Sturdy, Metal Headwall forms part of culvert itself, at upstream end.
- ★ **NO BOTTOM to RUST or CORRODE**
Nature provides "Arch-Abutment" with its own permanent bottom.
- ★ **25% to 50% SAVING IN COST**
Municipalities gain this saving over other designs in culvert, or bridge construction.

LEAVES FROM THE NOTEBOOK OF A ROAD SUPERINTENDENT

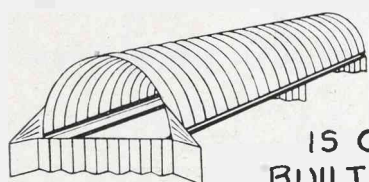
SEPT. 12. ATTENDED REGULAR MEETING OF MUNICIPAL COUNCIL. HEARD LETTERS READ BY CLERK COMPLAINING OF UNSAFE CONDITION OF OLD WOODEN BRIDGE ON THE NORTH ROAD.



ON REQUEST, CLERK REFERRED BACK TO MY REPORT ON THIS BRIDGE SUBMITTED IN APRIL. REPORT ADVISED IMMEDIATE INSTALLATION OF A PEDLAR "ARCH-ABUTMENT" CULVERT. NO ACTION HAD BEEN TAKEN.

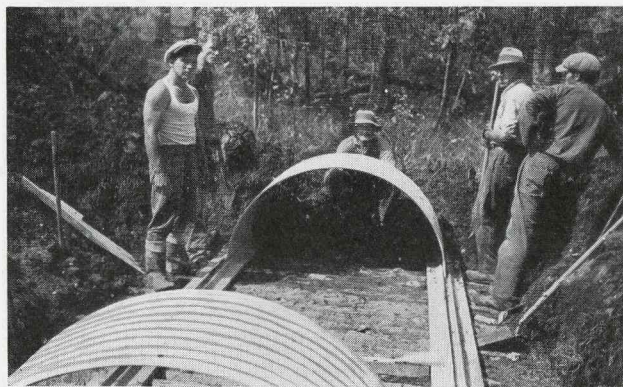


URGED COUNCIL TO AUTHORIZE THE PURCHASE OF AN "ARCH-ABUTMENT." POINTED OUT ITS LOW COST AS COMPARED TO OTHER TYPES OF BRIDGE CONSTRUCTION. PRODUCED A PEDLAR FOLDER SHOWING THAT EACH INSTALLATION -



IS CUSTOM-BUILT FOR THE PARTICULAR JOB.

SEPT. 18. NEW "ARCH-ABUTMENT" ARRIVED. REMOVAL OF OLD BRIDGE, EXCAVATING, ASSEMBLING CULVERT AND FILL, COMPLETED IN ONE DAY.



SEPT. 19. A STRONG, NEW BRIDGE OPEN FOR THE HEAVIEST TRAFFIC.

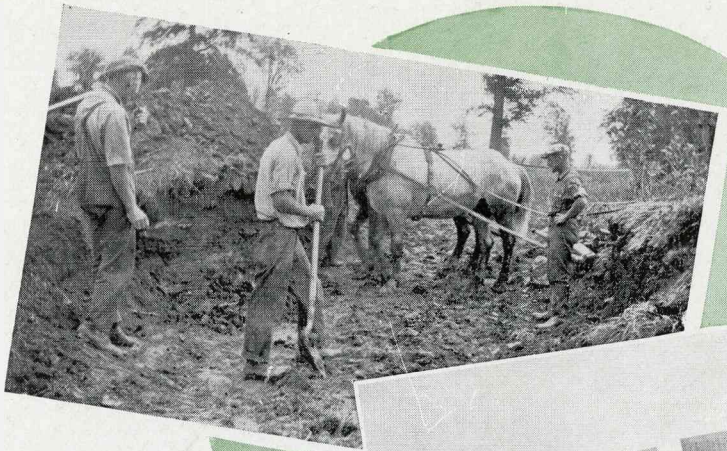


There are many old bridges on important county roads that should be replaced. A permanent bridge at lower cost is now provided in PEDLAR'S ARCH-ABUTMENT CULVERT.

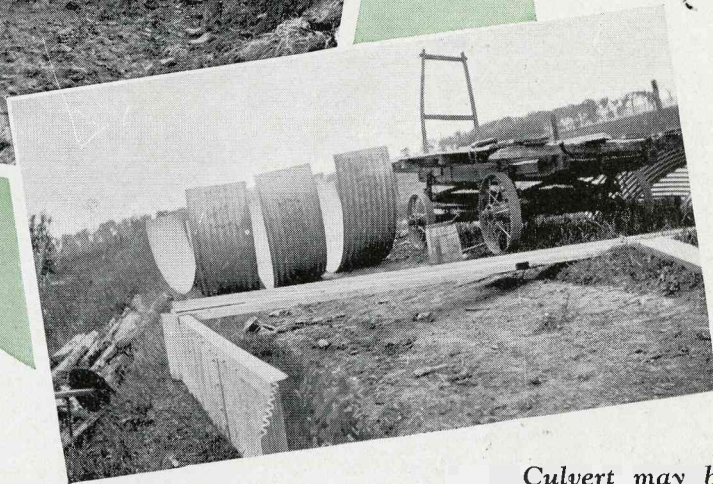
Made in
Sizes 12 Inches Wide to 120 Inches Wide
18 to 8 Gauge

"ARCH-ABUTMENT" CULVERTS

are Easy to Transport - Easy to Install



Removal of old bridge and excavation may be quickly completed by a few men.



Culvert may be easily transported in sections.

The Ideal Culvert for Bridges, Farm Entrances or any Place Where it is not Practical for a Full Circle Culvert

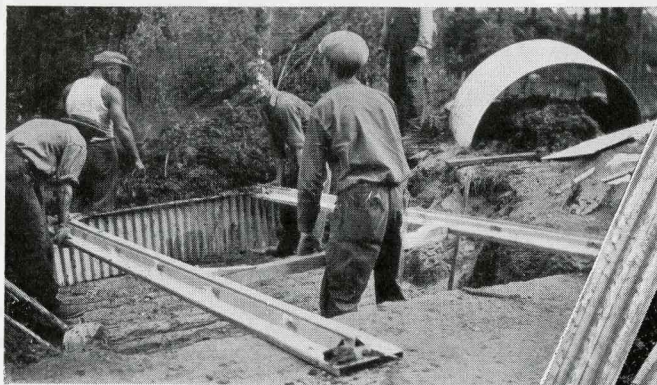
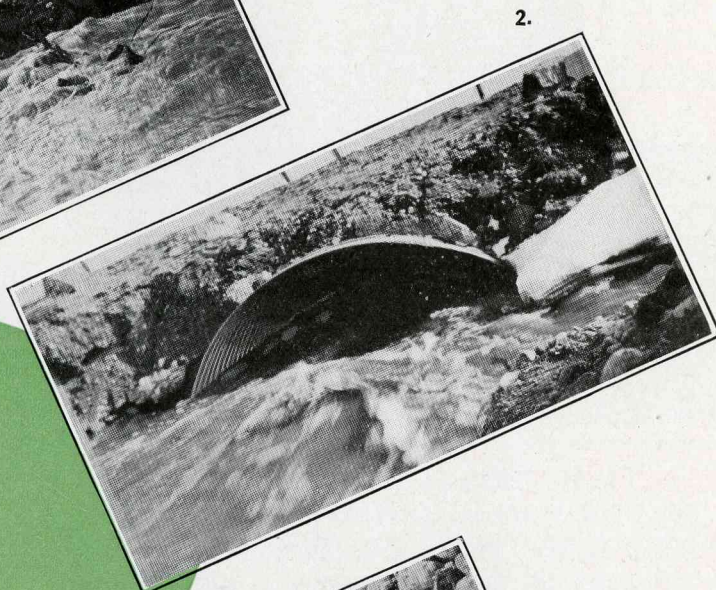
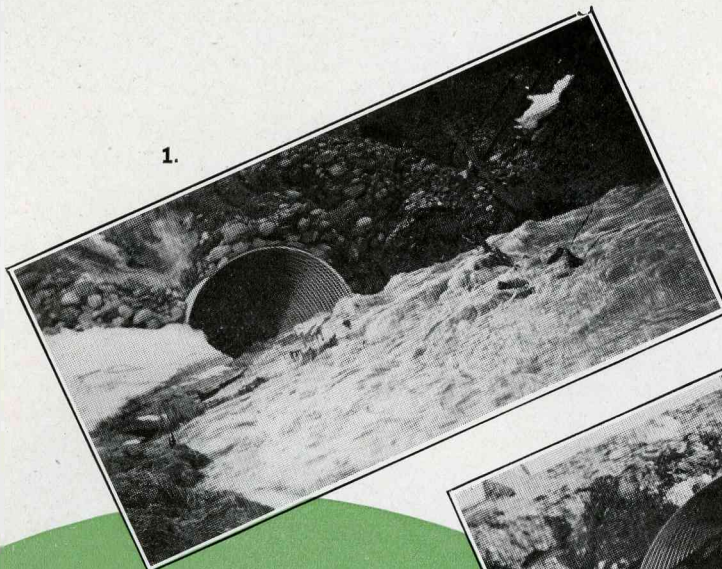


Photo shows assembling of structural frame. Note the heavy side rails and cross check at end.

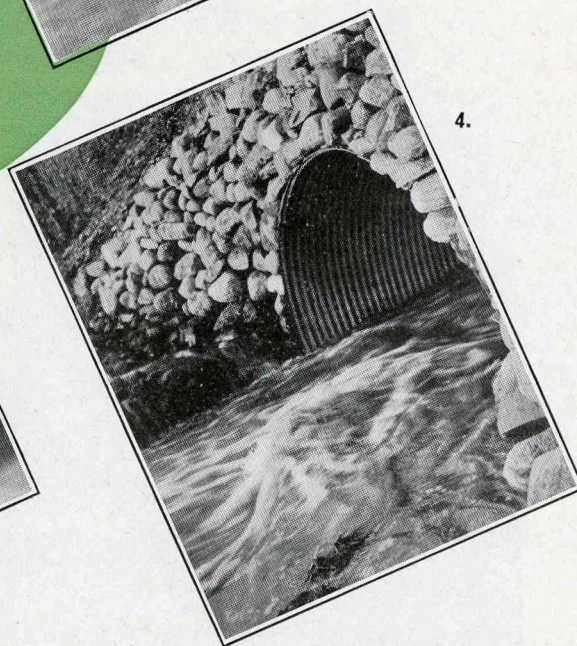
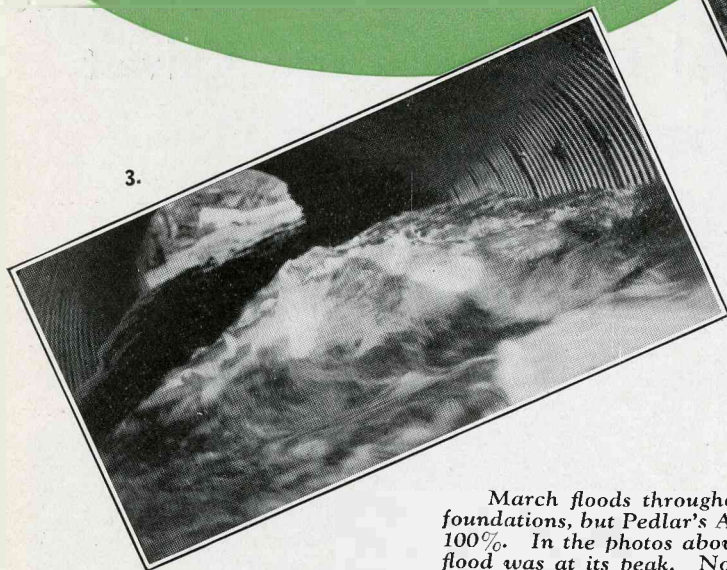


Curved sheets being fitted in position. Only one bolt required at top where sheets join.



PEDLAR'S
ARCH-ABUTMENT CULVERTS
can "Take It"

Violent pressure of flood waters
found them solid and efficient.



March floods throughout Ontario in 1936, swept many solid structures from their foundations, but Pedlar's Arch-Abutment Culverts withstood everything and functioned 100%. In the photos above are shown Arch-Abutments doing valiant duty while the flood was at its peak. No. 1, 3 and 4 is an Arch-Abutment in Pickering Township, where stream was 3 feet deep and very fast. No. 2, is an installation near Brooklin, Ont., which held secure against the heavy onslaught of rushing waters and floating ice, with absolutely no damage to the culvert.

Let us send you full particulars of this super-culvert, without obligation.

THE PEDLAR PEOPLE LIMITED

Established 1861
HEAD OFFICE—OSHAWA, ONT.

Factories—Oshawa, Montreal, Winnipeg, Vancouver
Branches—Montreal, Toronto, Ottawa, Winnipeg,
Calgary, Vancouver.

PEDLAR'S ARCH-ABUTMENT CULVERTS

Patented July 10 and Sept. 11, 1934

We also manufacture:
"Free-Flow" and Standard Round
Culverts; Centre Joint and
"Steelcrete" Reinforcing.

These Better Bridges

Made the Township Roads

SAFE!



In 1934, the Pedlar People Limited introduced the new Arch-Abutment Culvert.

It created a sensation from the start and in a few short months it began replacing old, dilapidated wooden bridges on many township roads throughout the country. Three of these installations are illustrated on this page.

Photo No. 1, shows a Pedlar Arch-Abutment on connecting road in Darlington Township, Durham County, Ontario. This Culvert has a span 10 ft. wide, with 5 ft. rise.

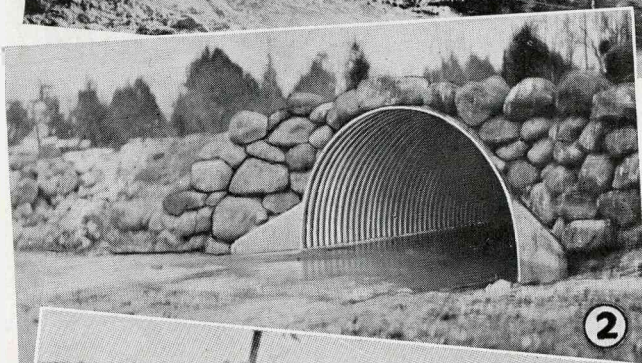
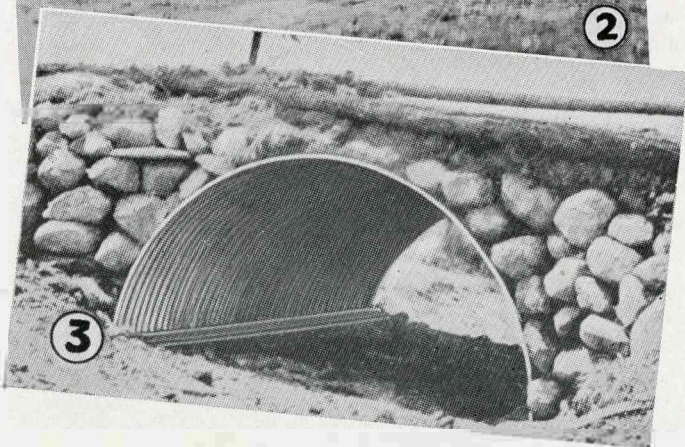


Photo No. 2, is a 6 ft. span "Arch-Abutment", installed under winter conditions in Haldimand Township, Northumberland County, Ontario.

Photo No. 3, is an "Arch-Abutment" on township road near Toyes Hill, Matilda Township, Dundas County, Ontario. All three of the above installations replaced old wooden bridges at a considerable saving over the cost of other types of structures.

Let us send you full particulars of this sturdy, low cost culvert.



Pedlar's Culverts never arrive on the job cracked, chipped or broken. Rough handling cannot damage them—you have no loss from accidental breakage.

PEDLAR'S

Arch-Abutment Culverts

"TWINS"

Multiple Installations of two or more Culverts can be Installed at only a Slightly Greater Cost than Single Units

ON this page are shown two types of Pedlar's Culverts in double or "twin" installation. Multiple installations of two or more culverts according to the width of the stream, can be made at only a slightly greater cost than single units. A battery of five Pedlar Culverts installed in the County of Ontario, is described on page three.

Where Culverts are Used

A Culvert has been defined as a continuation of and substitute for an open stream. It enables an easy grade line to be established over streams and it is intended to protect the roadway by safely conducting the water under it. The following is a list of the locations where culverts are ordinarily used:

STREAM INTERSECTIONS—Wherever a roadway or street intersects a stream, whether it be a natural stream or creek, or an artificial ditch, canal or watercourse.

BOTTOM OF DEPRESSIONS—In rolling country where a grade line intersects a draw. This might come under the first classification except that there is usually no distinct channel, and therefore is sometimes neglected.

INSIDE OF CURVES—At the beginning of a curve on grades where the water has a tendency to cut into the shoulder.

ON STEEP SIDE-HILLS—Called "relief" culverts; at frequent intervals to minimize the quantity of water on the upper side of the road.

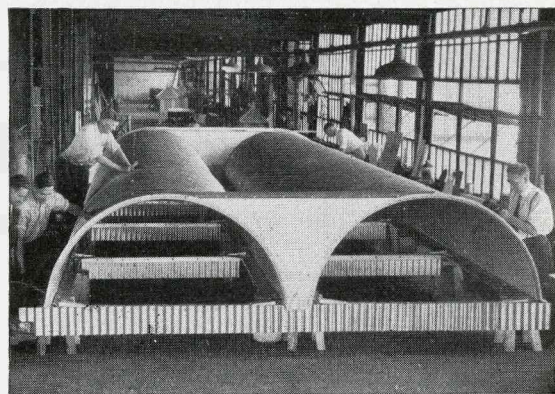
ROAD AND STREET INTERSECTIONS—Where streets, side roads, cross roads, or farm entrance approaches would otherwise interfere with the flow in the side ditches.

EQUALIZERS—Where impounded backwater would endanger the stability of the embankment.

SIPHONS—Where a canal or other stream intersects a roadway that has insufficient clearance.

PAVED FORDS—To provide for ordinary or low water stages.

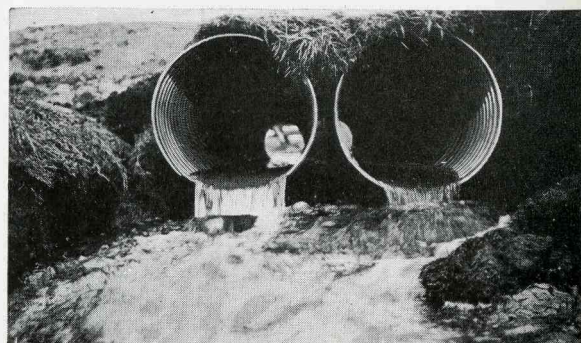
The above classifications include practically all of the "across-road" culverts and side drains. However, there is another type which is a "parallel drain", generally a continuation of an entrance culvert or side drain. This is called a ditch enclosure or a stream enclosure. It virtually amounts to a highway storm sewer in many instances.



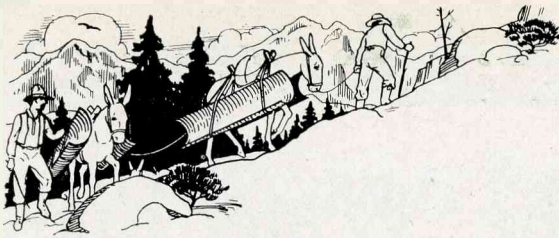
"Twin" Arch-Abutment Culverts assembled for inspection at our Oshawa factory.



How the Arch-Abutment Culverts shown above appear after installation.



An installation of Pedlar "twins" under a side road off Provincial Highway, near Manchester, Ontario. They are still hale and hearty after many years of service.



NESTABLE CULVERTS

—are easy to transport
over rough country

PEDLAR'S NESTABLE CULVERTS are made from BEST QUALITY copper alloy sheets having a coating of 2 oz. per sq. foot of purest Canadian zinc spelter. They are accurately made by expert workmen on powerful machines, ensuring ease of assembly by ordinary labor.

Made in upper and lower sections—upper sections have straight flange on each side which fits into double flange or lock on lower sections (Fig. 2) and lock is closed by special tool we supply for this purpose. (Fig. 3).

Fig. 1

Illustration shows several sections nested for shipment.

Makes transportation easy and economical.

Fig. 2

Showing method of assembling sections to make complete circle Culvert.

Accurately made. Easy to assemble.

Fig. 3

Shows method of closing lock with special tool, completing assembly of the Culvert.

Instructions for Ordering

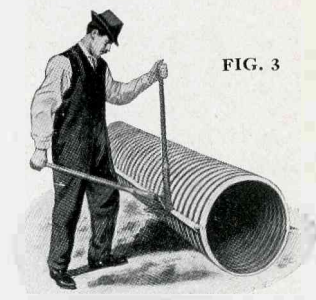
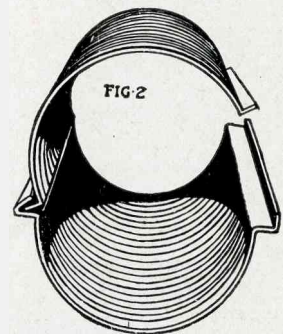
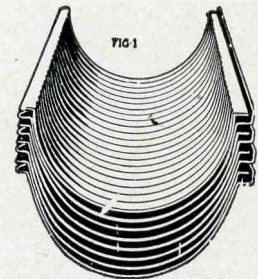
We furnish half sections to break joints, consequently orders should show number and length of Culverts required, as:

Five 12 inch Culverts 20 feet long.

Five 24 inch Culverts 30 feet long.

Standard sections are 30" covering measure including end lap of 1½ corrugations.

Made in 8", 10", 12", 15", 18", 24", 30" and 36" diameters.



PEDLAR'S CLOSING TOOL

For clamping flanges on Pedlar's Nestable Culvert. By this tool a pressure of 2,200 lbs. per sq. inch can be given on the flange, making a close and perfect clamp for culvert work, or a sledge and block may be used.

For Mountains or Remote Districts Specify

PEDLAR'S NESTABLE CULVERTS

Protected Where the Water Runs

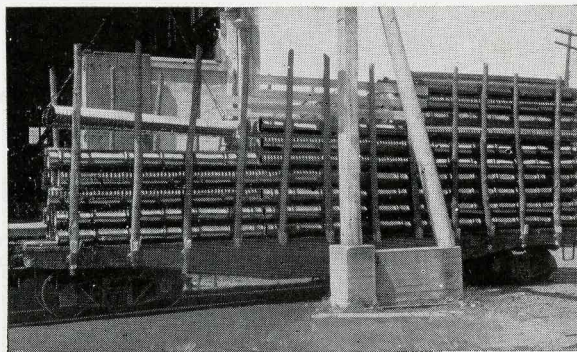
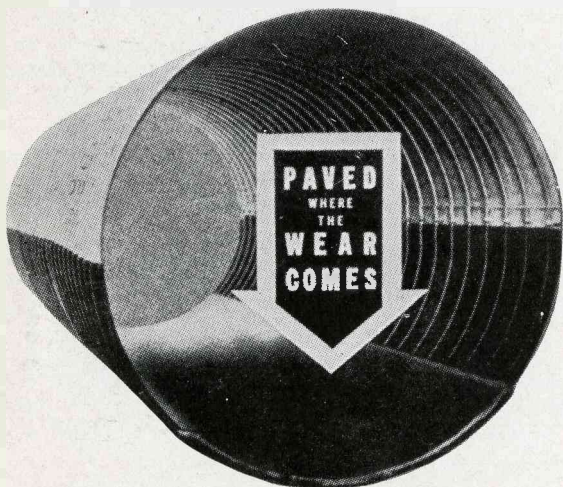
PAVED INVERT CORRUGATED PIPE

"Asbestos Bonded"

The smooth thick pavement in the bottom of "Paved Invert Pipe" is a special grade of pure bitumen.

A complete bituminous coating is now "bonded" to the pipe in such a way that it will adhere indefinitely.

This new process known as Asbestos Bonding, also widens the plastic range of the bituminous material - as much as 50 per cent.



Loading a Car of Paved Invert Culverts for Shipment to Eastern Canada

THE IDEAL PIPE For ROADS & SEWERS

Made in all sizes and gauges

- (1) Complete adhesion to the metal - as demonstrated by resistance to impact at temperatures below freezing.
- (2) Resistance to sagging or "shoving" at high temperatures.
- (3) Resistance to erosion.
- (4) Imperviousness to acid, alkalies and other corroding influences.

Designed to meet the requirements of Engineers where added protection is necessary.

Paved Invert Pipe is standard round corrugated pipe plus a smooth pavement in the bottom. The pavement consists primarily of an application of special bituminous material which fills the corrugations in the inside bottom or invert of the pipe, and extends above the crests of the corrugations for at least $\frac{1}{8}$ of an inch, and makes a smooth, wear-resisting pavement for the water. The width of the pavement is not less than $\frac{1}{16}$ of the circumference of the pipe.

PAVED INVERT CORRUGATED METAL CULVERTS

Pedlar's Paved Invert Culvert

"The Pipe of Balanced Design"

For all replacements, extensions, road widening, diversions or new construction, specify

Pedlar's "Paved Invert" Culvert

This new type of Culvert is exceptionally strong and durable. Lower half of the Culvert is Asphalt Coated.

The thick Bituminous Pavement in the bottom, where the wear is always the hardest, assures added life and protection.

This tough elastic pavement not only resists wear and shuts out moisture, but it is especially resistant to most acids and alkalies.

LONGER LIFE—GREATER ECONOMY

Manufactured in our modern new Culvert Plant at Oshawa, Ontario.

IDEAL FOR ROADS AND SEWERS

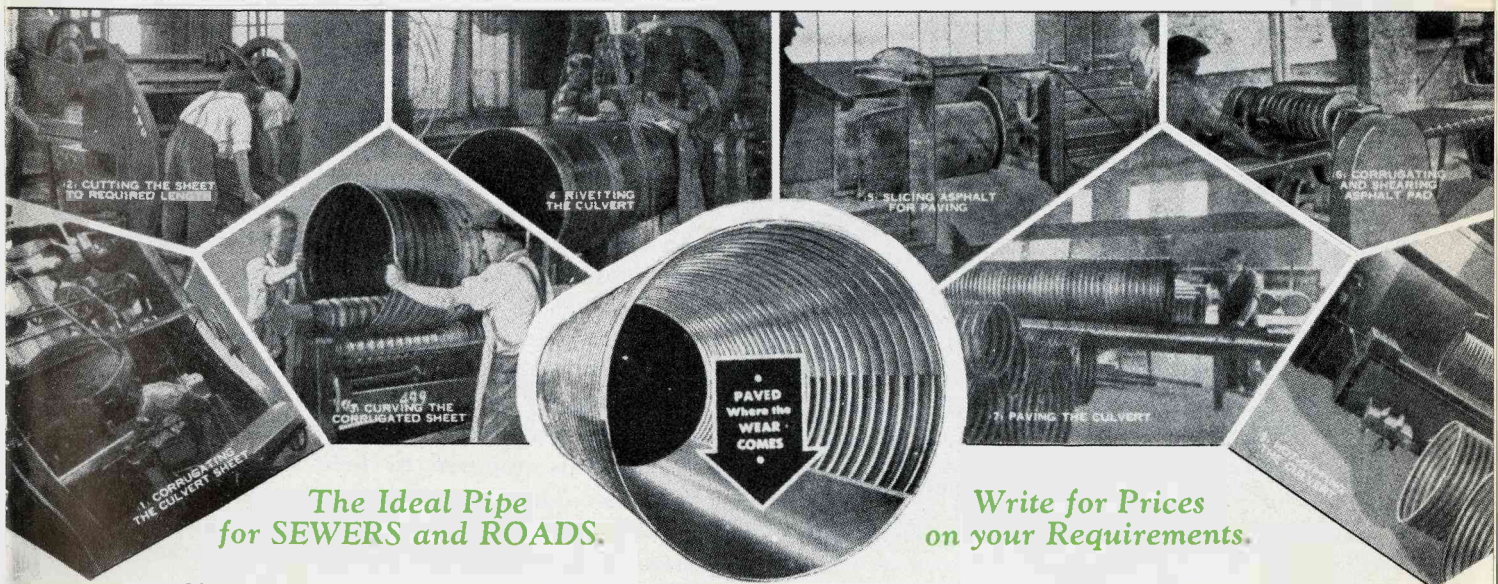
Write for prices on your requirements.



48 Inch Diameter Paved Invert Pipe Installed under Ontario Provincial Highway.

"PROTECTED WHERE THE WATER RUNS"

INTERIOR VIEWS OF PEDLAR'S MODERN CULVERT PLANT AT OSHAWA, SHOWING PROCESS OF MANUFACTURING PAVED INVERT AND ASBESTOS BONDED CULVERTS



*The Ideal Pipe
for SEWERS and ROADS.*

*Write for Prices
on your Requirements.*

OUR ENGINEER IS READY TO DISCUSS YOUR PROBLEMS WITH YOU WHEN REQUIRED.

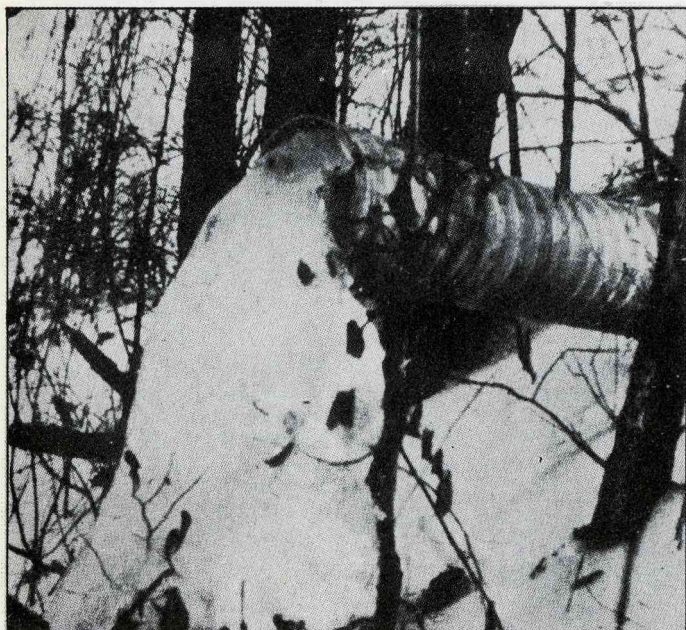
Pedlar's Paved Invert Culverts with **ASBESTOS BONDING**

An Improvement in Corrugated Pipe that Adds Years to Its Life



Photo showing how this special "bonded" sheet is built-up in layers to insure tight adhesion between the finished pipe and the bituminous coating.

*Write for copy of our new Handbook
on Sewers, and also Pamphlet on
Asbestos Bonding*



Ice and frost hold no terrors for corrugated metal pipe.

WHAT IS **ASBESTOS BONDED CULVERT?**

As the flat sheets emerge from the galvanizing rolls, a layer of *asbestos felt* is pressed firmly into the molten zinc coating. Millions of asbestos fibres thus become partially embedded in the zinc as it hardens. The sheets are then passed through specially designed equipment which thoroughly saturates the porous mass of fibres remaining on the surface. After the excess saturant has been squeezed out, the sheets are allowed to cool. Then they are inspected, corrugated, and formed into corrugated pipe, and paved and coated in the usual way. In the dipping tank, the hot bitumen naturally melts together with the bituminous saturant on the pipe, forming an *integral coating and pavement*. This protective coating and pavement, in turn, are permanently bonded to the pipe, by means of the asbestos fibres embedded in the galvanized metal.

WHAT IT DOES—

Besides providing an inseparable bond between coating and metal, Asbestos Bonding actually *widens the plastic range* of the bituminous material—as much as 52 per cent. This assures an added factor of safety, especially when the pipe must be handled or stored during extreme temperatures. The asbestos layer also produces a cushioning effect which absorbs the pressures caused by water freezing inside the pipe. And remember, asbestos is an inert mineral product—rot-proof and non-deteriorating.

Because of the wide range in quality and characteristics of various bituminous materials, it is obviously necessary to establish performance tests by which the buyer may be assured that the product supplied will meet the requirements imposed by field and service conditions. These exacting tests prove beyond question the superiority of the special material used on Asbestos Bonded pipe. There's nothing else like it.

END SEWER MAINTENANCE

With This Strong, Durable Pipe

There's no longer any need to tolerate broken, disjointed sewers. By designing with "Asbestos Bonded" sewer pipe you definitely conquer those *structural* weaknesses that so often cause trouble in other types of sewer lines.

Made of sturdy corrugated iron, "Asbestos Bonded" sewer pipe has what it takes to withstand heavy loads and sudden impact. Then, too, since its long sections are jointed tightly into *one continuous* line, you can forget about tree roots and soft, yielding foundations.

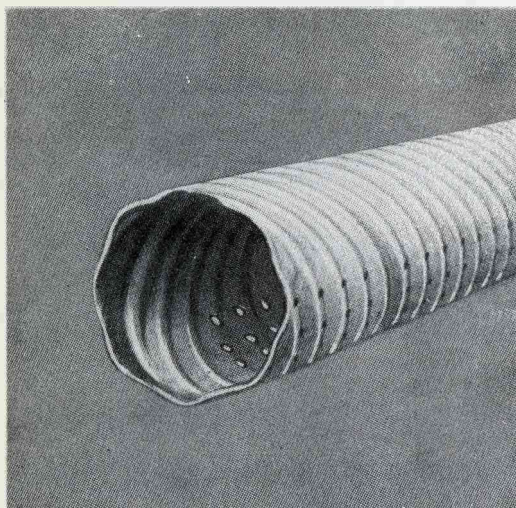
Best of all, "Asbestos Bonded" sewer pipe gives you this *three-way* assurance of long *material* life: (1) A galvanized base metal proved by thirty years of sewer performance: (2) a special bituminous pavement and coating used successfully for 12 years: and (3) an Asbestos bond that keeps this bituminous material permanently on the pipe.

ASBESTOS BONDED SEWER PIPE



Hel-Cor Perforated Culvert

For Subgrade Drainage - Highways, Railroads, Airports
Supplied in plain galvanized metal or asphalt coated



DESCRIPTION—Hel-Cor Perforated Pipe differs from standard corrugated pipe in that the corrugations instead of being at right angles to the length of the pipe are formed diagonally around the pipe. This is more readily seen in the illustrations.

Also, instead of being lapped and riveted, the joints or seams are formed by folding over the adjacent edges of the corrugated metal. This is known as a lock seam.

The rows of perforations in the bottom of the pipe are separated by a blank space which serves to carry a small normal flow of water without danger of its filtering out in crossing a dry spot.

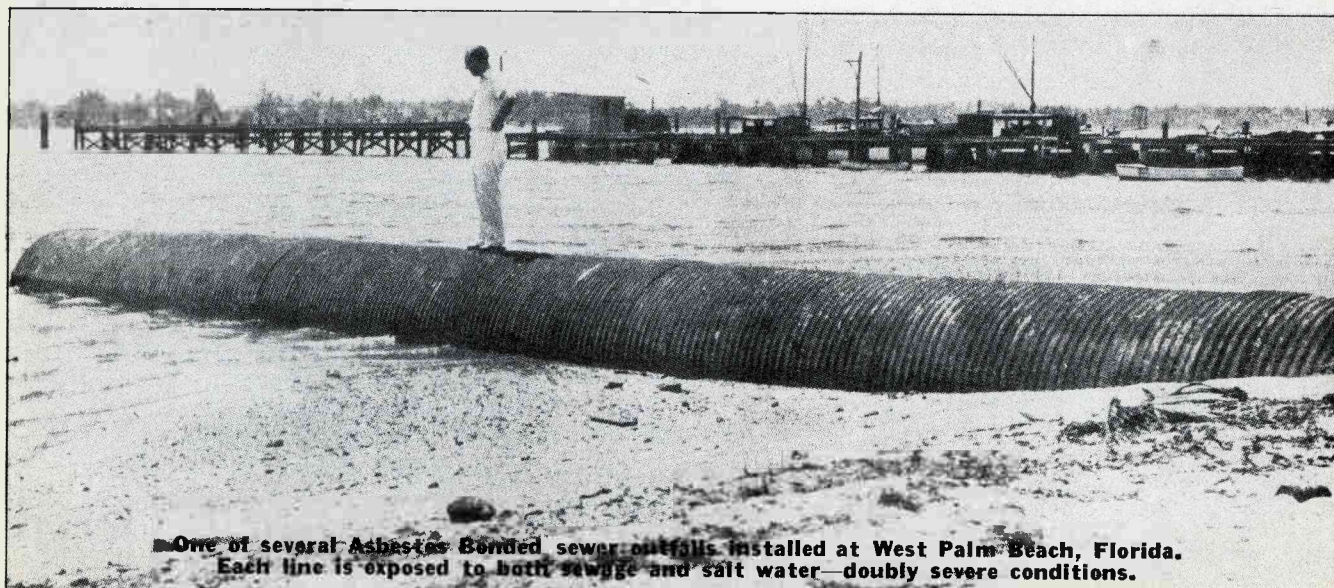
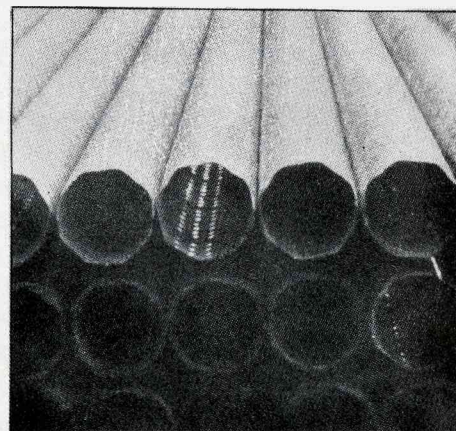
The pipe can be supplied in plain galvanized metal, or asphalt coated.

DIAMETERS AND GAUGES—Hel-Cor Pipe is available in 6-inch diameter and Number 18 gauge and 16 gauge.

LENGTHS—The pipe can be supplied in any length desired, generally being about 20 feet long, depending on shipping facilities. Ease of handling the long lengths is one of its advantages.

CONNECTIONS—Bolted connecting bands or collars are provided to connect the adjoining sections of pipe into a continuous line.

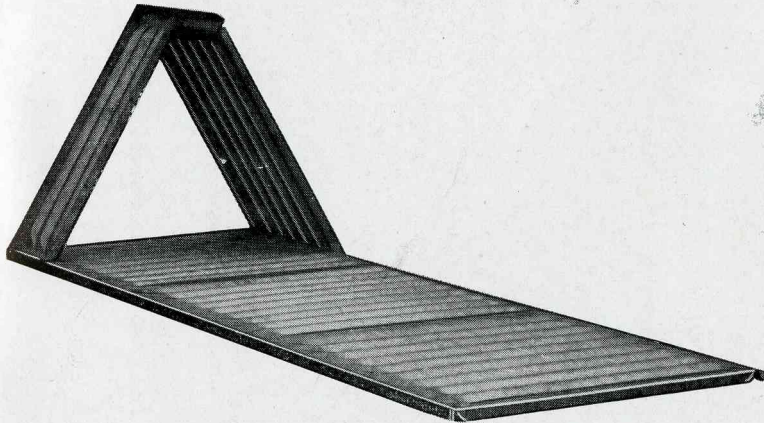
STRENGTH—Hel-Cor Pipe is amply strong to resist any load to which it would normally be subjected. Frost action, impact under shallow fills, uneven foundation conditions can in nowise crack or damage this sturdy pipe. Tests show the helical lock seam to possess ample strength.



One of several Asbestos Bonded sewer outfalls installed at West Palm Beach, Florida. Each line is exposed to both sewage and salt water—doubly severe conditions.

Triangular Culverts (Patented)

THE New Utility Culvert designed to facilitate its transportation to difficult locations in the bush, on the mountain trail, as well as where storage space is at a premium.

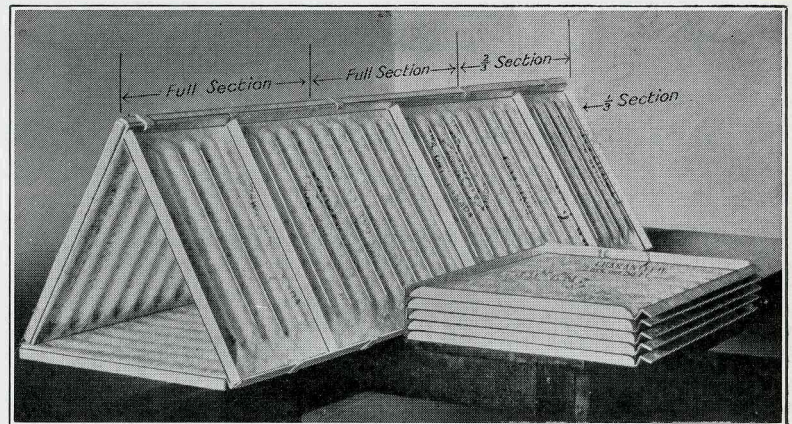


The plates can be so compactly piled up for transportation, that it takes ten times less space to transport same, than the ordinary culvert type, by either railway or truck.

Features...

1. Lightness of the plates compared to the ordinary culvert.
2. Compactness for transportation.
3. Easy assembling.
4. Strength and durability.

The sections are made-up of three plates of similar design, joining at notched joints, viz., the two superior plates are joined to the middle of the lower plate; also, they are boxed at the ends and once they are assembled, they are as rigid as a one-piece pipe.

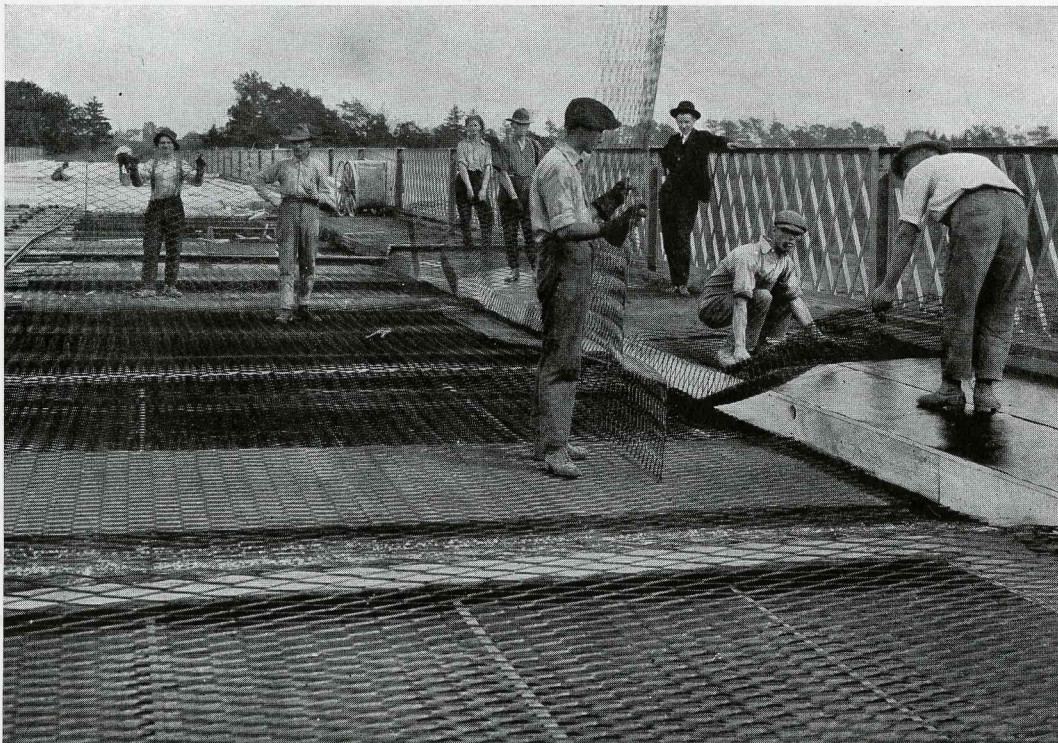


Ease of Installation. The trench for the "Triangular Culvert" need only be dug a few inches wider than the pipe to permit of the Culvert being lowered into place,—because the "Triangular Culvert" can be easily assembled alongside the trench and lowered into position. This assembly is facilitated by the use of specially designed clips which make it possible to set up the pipe in any length desired alongside the trench. The ease of back filling the trench over the "Triangular Culvert" can be readily appreciated, insuring a rigid strong culvert.

Suited to either shallow or deep fills. Easily and quickly assembled on the job with ordinary tools. No tie-up of traffic on travelled roads during installation.

The comparative sizes of the Corrugated Circular Pipes and Corrugated Triangular Pipes:—

Circular Pipes Diameter	Corrugated Triangular Pipes Width of the Slabs	Circular Pipes Area of the Water flow In sq. feet.	Triangular Pipes Area of the water flow in sq. feet.
15"	Equivalent to.....20"	1.23	1.19
18"	Equivalent to.....24"	1.77	1.73
24"	Equivalent to.....32"	3.14	3.70
30"	Equivalent to.....40"	4.90	4.80



Steelcrete forms the reinforcement for the roadway and sidewalks of large bridge on the Toronto-Hamilton Highway.

The Expanded Metal Reinforcement Unequalled For Pavements, Bridge Floors, Service Stations, Bank Vaults, Industrial Plants, Etc.

STEELCRETE, or expanded metal, was the original reinforcing mesh designed for use with concrete and has been on the market for over 40 years. It is manufactured from high grade or medium sheet steel by a cold drawn process thereby giving the product great strength and high elastic limit. Steelcrete is formed by cutting staggered slits in steel sheets and expanding into diamond-shaped meshes thus making each sheet an entire unit.

Unskilled laborers, under intelligent supervision, can place Steelcrete on the job with the certainty that it will be located where specified, as special skill is not required for placing it.

Steelcrete is manufactured exclusively in Canada by the Pedlar People Limited. It has been tried and proven for practically all reinforcing purposes and the very fact that it is still so generally used, is evidence of its efficiency.

CODE	NUMBER	Lbs. Per Sq. Foot	Strand		Sectional Area per ft. width	Size of Mesh		Size of Sheets	
			Thk-ness in ins.	Width in ins.		Short Way	Long Way	Short Way of Mesh	Long Way of Mesh
SVDTQ	6-12-07	0.23	$\frac{7}{64}$	$\frac{5}{32}$	.068	6"	16"	7'-6"	8, 12 & 16'
*SVCEQ	6-9-147	0.49	$\frac{5}{32}$	$\frac{13}{16}$	.1465	6"	16"	9'-6"	8' only
SWEKT	3-14-10	0.33	$\frac{5}{64}$	$\frac{5}{32}$	.097	3"	8"	7'-3"	8, & 12'
SWDKL	3-12-125	0.41	$\frac{7}{64}$	$\frac{9}{64}$	.123	3"	8"	6'-0"	8, 12 & 16'
SWCKO	3-10-15	0.51	$\frac{9}{64}$	$\frac{9}{64}$	.158	3"	8"	6'-0"	8, 12 & 16'
SWCLT	3-10-20	0.68	$\frac{9}{64}$	$\frac{3}{16}$	.211	3"	8"	4'-6"	8, 12 & 16'
SWCLO	3-10-25	0.85	$\frac{9}{64}$	$\frac{15}{64}$	.263	3"	8"	7'-3"	8, 12 & 16'
SWCMT	3-10-30	1.00	$\frac{9}{64}$	$\frac{17}{64}$	.30	3"	8"	6'-6"	8, 12 & 16'
SWCMO	3-10-35	1.19	$\frac{9}{64}$	$\frac{5}{16}$	.351	3"	8"	5'-6"	8, 12 & 16'
SYELO	1-14-25	0.85	$\frac{5}{64}$	$\frac{1}{8}$	.244	1"	2"	4'-3"	8' only
SZGLT	$\frac{1}{2}$ -18-20	0.70	$\frac{1}{2}$ o	$\frac{3}{32}$	.225	$\frac{1}{2}$ "	1 $\frac{1}{4}$ "	4'-0"	8' only

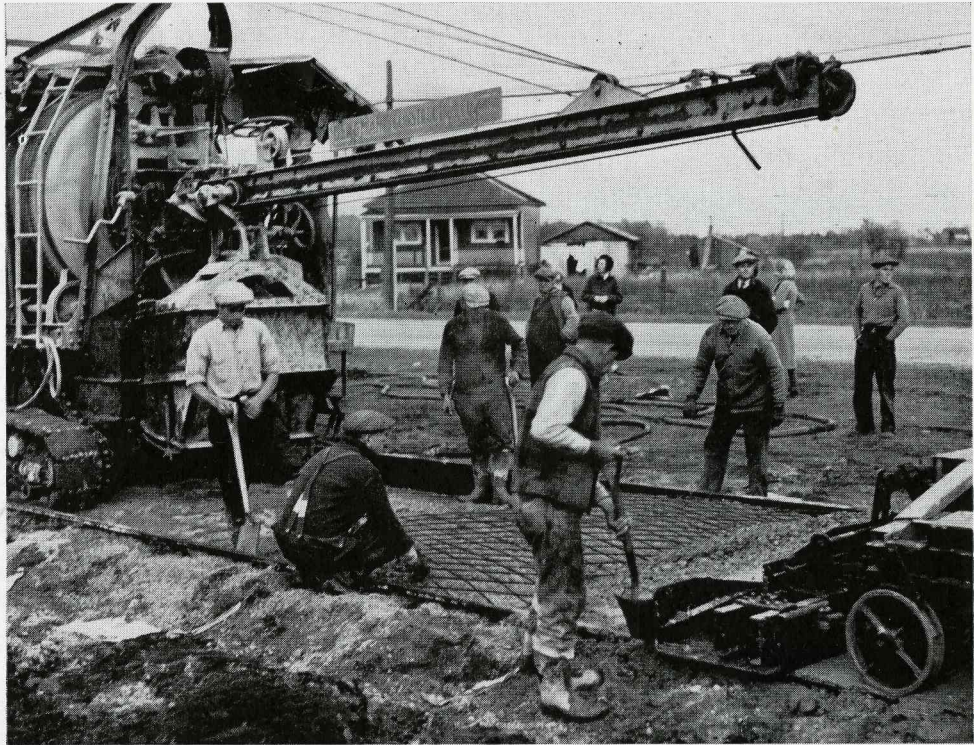
*6-9-147 Standard - Department of Highways, Ontario.

PEDLAR'S
Steelcrete
CONCRETE REINFORCEMENT

The New 4 Lane Boulevard King's Highway No. 2 Ontario

Under Construction Between Toronto and Oshawa

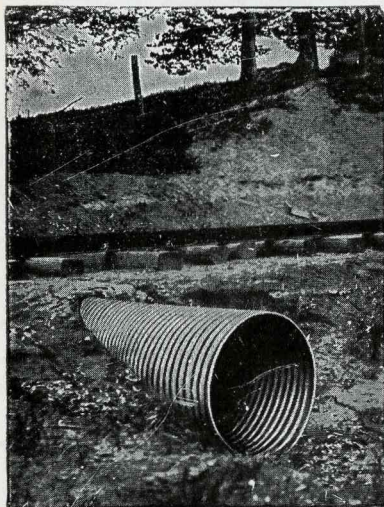
STEELCRETE



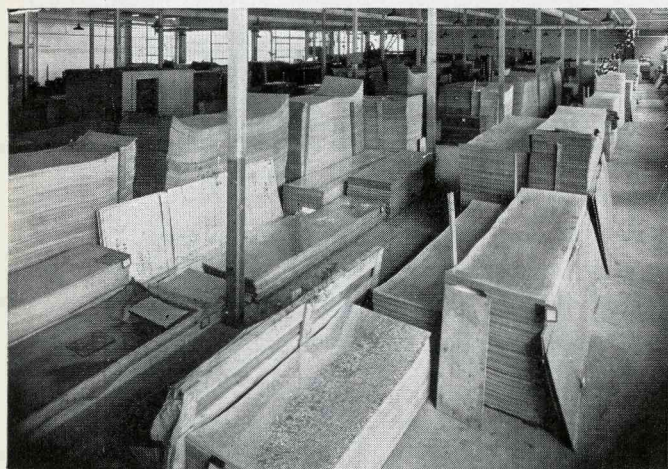
Laying Pedlar's Steelcrete Reinforcing, No. 6-9-147, on the new reinforced concrete 4 Lane Boulevard, King's Highway No. 2, Ontario, near Scarboro Jct. Sheets are 9 ft. 6 in. by 8 ft. and are very quickly placed in position by unskilled labor.



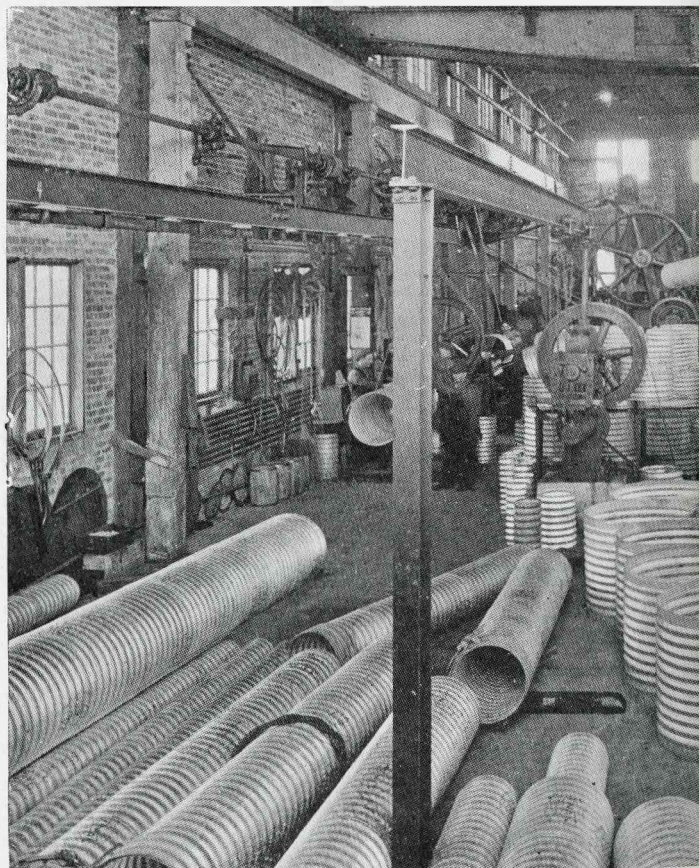
Curing by Ponding.—After the completion of the final finishing operation, the slab is covered with strips of burlap and then soaked with water for 24 hours. At the end of this time the burlap is removed and dykes are formed and the pavement flooded, the ponds thus created being kept full of water until satisfactory flexural tests are obtained. The average length of time usually required for ponding is 14 days, after which the road may be opened to traffic.



*Standard Round Culverts,
Paved Invert Culverts.
Free-Flow Culverts,*



*A view of the Iron Stores showing the large range of steel
sheets carried in stock in order to give prompt
service to our customers' orders.*



*A Section of our Main Culvert
Branch Factories also located at
MONTREAL - WINNIPEG*

PEDLAR'S METAL CANADIAN G

*Made in various designs to meet the requirements of the
All Pedlar Culverts have a green band painted on the outside
The standard of high quality Culverts*

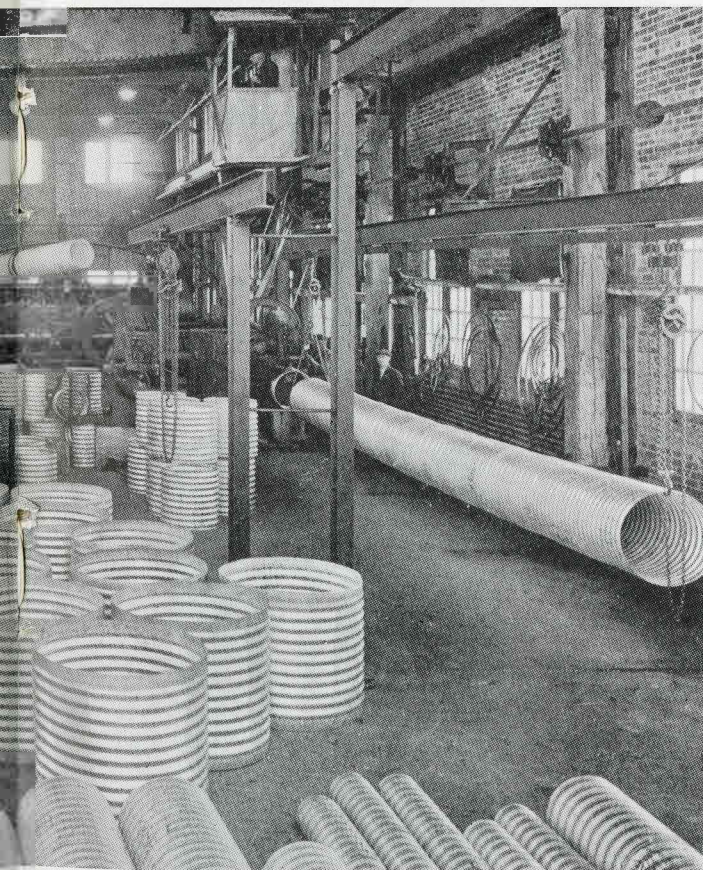
MONTREAL
OTTAWA
TORONTO

PEDLAR
THE PEDLAR PEOPLE LIMITED. OSHAWA, ONTARIO

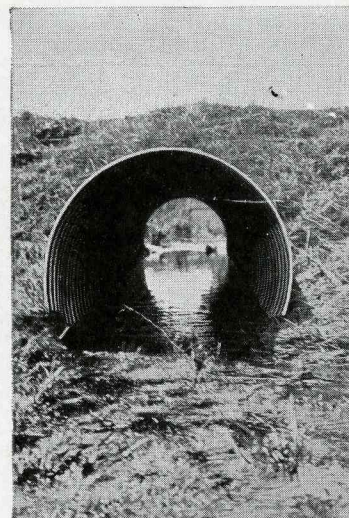
WINNIPEG
CALGARY
VANCOUVER

TAL CULVERTS GOOD ROADS

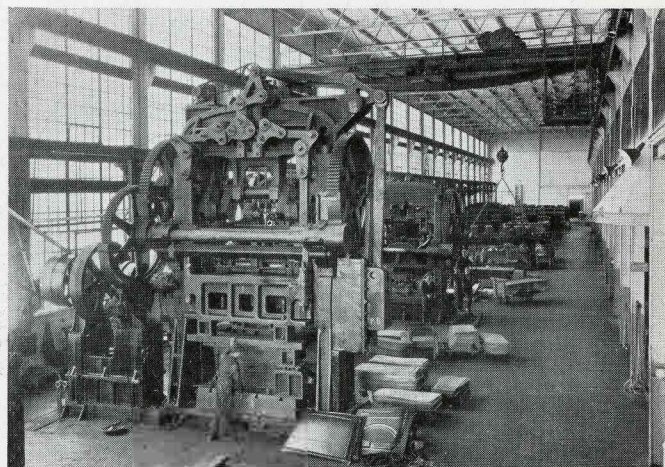
he requirements of Road Builders.
nted around each end for your protection.
verts for over a quarter of a century.



rt Factory at Oshawa, Ontario.
ed throughout the Dominion.
IDEG - VANCOUVER

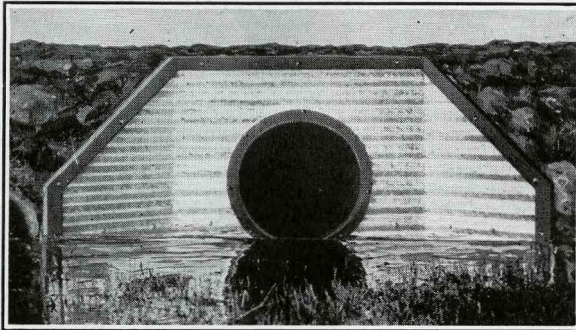


Arch-Abutment Culverts,
Super-Drain Culverts,
Nestable Culverts.



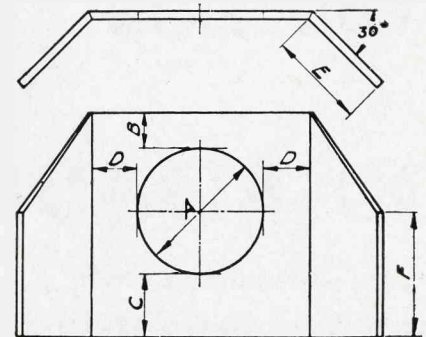
A view of our Stamping Plant, showing the type of press
used in manufacturing the Free-Flow Culvert
and Arch-Abutment Culvert.

Metal Headwalls and End Blocks—



PEDLAR'S Headwalls are attached to the end of the full-circle culverts and prevent the embankment from being washed away. Our Headwalls are made from best quality galvanized copper alloy sheets and give the same lasting service as our culverts. Various sizes can be supplied as indicated in the dimension table. Larger sizes on request.

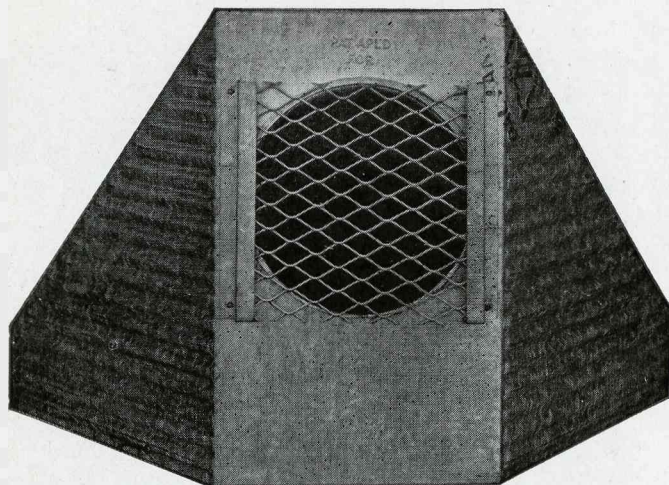
The above illustrations show an 18-inch Culvert with Headwall, installed near Warkworth, Ontario.



30° Shown - Scale: $\frac{1}{2}$ = 1 ft.

HEAD WALLS

Diam. Pipe A	B	C	D	E	F
8"	9"	9"	6"	12"	14"
10"	9"	9"	6"	12"	16"
12"	9"	9"	6"	12"	18"
15"	9"	9"	7 $\frac{1}{2}$ "	15"	18"
18"	9"	9"	9"	18"	18"
21"	9"	12"	11"	21"	21"
24"	9"	12"	12"	24"	21"
30"	9"	15"	12"	24"	30"
36"	12"	18"	15"	30"	36"
42"	12"	21"	18"	30"	45"
48"	12"	24"	18"	36"	48"



We manufacture galvanized Metal End Blocks for Drain Outlets, as illustrated. The removable screen is made of one inch mesh, 14 gauge expanded metal.



Photo of Pedlar Metal End Block on outlet tile drain under Provincial Highway No. 12, north of Greenbank, Ontario.

An Extra Factor of Safety — the Double Rolled Reinforced End

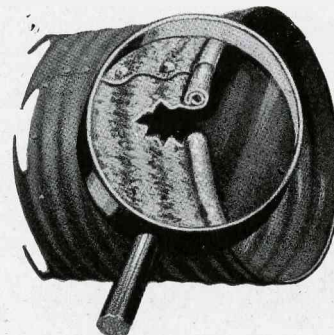
On the right is an accurate illustration of Pedlar's Double Rolled Reinforced End.

The Extra Factor of Safety and Strength

The end of a culvert is frequently put under an enormous strain by a truck, tractor or wagon which turns too wide or too short.

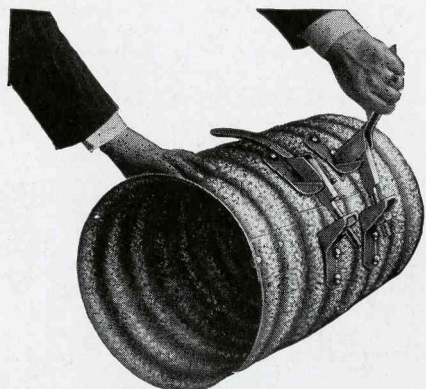
Pedlar's Metal Culverts are made to stand up under the most trying conditions, but as an added protection against careless drivers of heavy trucks, reinforced ends can be supplied at a slight extra cost.

These ends are rolled into four thicknesses, thus giving a quadruple factor of safety. This type possesses ample supporting power for sustaining a heavy wheel load, often preventing serious consequences when a vehicle happens to run over the edge of the road.



Pedlar's "One-Minute" Coupler

(Patented Feb. 1928)



NO TOOLS REQUIRED—ONE
MAN ADJUSTS COUPLER IN 1
MINUTE. A WONDERFUL
DEVICE, EXCEPTIONALLY
STRONG.

This handy accessory to our Culvert line which we placed on the market in 1928, has already proven very popular and is in great demand. It is far ahead of any coupling band previously used and makes a perfect joint that cannot come apart under any conditions met with in service. One man adjusts the Coupler in *One Minute* without tools of any sort—not even a hammer.

Specify the "One Minute Coupler" when you place your order for

PEDLAR'S METAL CULVERTS

We also supply on request our one-piece Coupler (old style) which is fastened with bolts.

Carrying Capacity of Corrugated Pipe

Slope in feet per 1,000

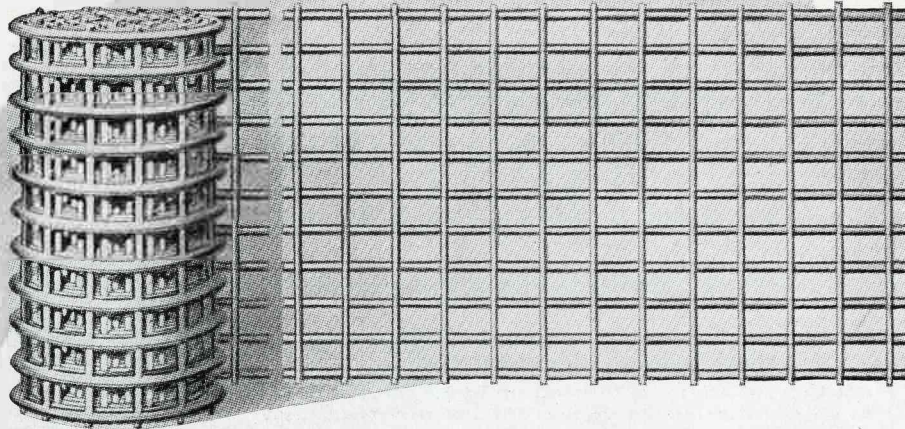
Capacity in cu. ft. per second

Diam. Pipe	0.4	0.6	0.8	1.0	1.5	2.0	2.5	3.0	3.5	4.0	4.5	5.0	6.0	7.0	8.0	9.0	10.0	12.0	15.0	20.0	25.0
8"	0.11	.14	.16	.18	.23	.26	.29	.31	.34	.36	.39	.41	.45	.49	.52	.56	.61	.66	.75	.87	.96
10"	.21	.27	.32	.35	.44	.50	.57	.62	.68	.72	.76	.80	.88	.95	1.02	1.09	1.14	1.25	1.39	1.63	1.85
12"	.37	.45	.53	.59	.73	.84	.94	1.05	1.13	1.20	1.29	1.35	1.49	1.57	1.69	1.75	1.88	2.08	2.35	2.74	3.06
15"	.66	.86	1.00	1.13	1.40	1.62	1.78	1.98	2.20	2.30	2.40	2.55	2.82	3.02	3.25	3.43	3.55	3.92	4.41	5.21	5.64
18"	1.15	1.45	1.71	1.89	2.38	2.65	3.00	3.32	3.53	3.88	4.06	4.24	4.68	5.08	5.44	5.74	6.00	6.53	7.24	8.57	9.36
21"	1.55	1.94	2.24	2.55	3.14	3.60	4.10	4.36	4.80	5.19	5.41	5.71	6.19	6.72	7.26	7.68	8.07	8.72	10.0	11.3	12.6
24"	2.54	3.14	3.67	4.02	5.09	5.90	6.60	7.16	7.66	8.23	8.92	9.17	10.2	11.0	11.7	12.2	13.2	14.3	16.0	18.5	20.7
30"	4.71	5.89	6.87	7.60	9.32	10.80	12.02	13.24	14.33	15.7	16.4	17.2	18.7	20.2	22.1	23.3	24.0	27.0	29.4	34.3	38.5
36"	8.20	9.75	11.30	12.72	15.90	18.37	20.13	22.1	24.7	25.8	27.3	28.6	31.8	34.3	36.7	38.9	41.0	44.2	50.5	59.4	65.7
42"	12.41	15.39	17.79	20.20	24.05	27.89	31.4	34.2	36.6	39.4	41.8	42.8	48.1	51.7	54.8	57.7	61.6	68.3	76.9	88.5	98.1
48"	17.84	22.24	25.76	28.52	34.55	40.21	45.8	49.0	54.0	57.8	60.3	64.1	69.8	74.1	80.4	83.5	89.2	99.3	110.0	125.0	142.0
60"	32.39	39.27	45.16	50.26	62.83	72.64	80.9	86.8	95.2	103.0	109.0	113.0	124.0	135.0	145.0	153.0	162.0	179.0	196.0	229.0	257.0
72"	53.7	65.6	76.3	84.8	104.6	123.0	135.7	147.0	158.3	169.0	181.0	192.0	209.0	226.0	243.0	261.0	271.0	301.0	335.0	384.0	424.0
84"	79.6	98.1	113.5	127.0	157.8	184.7	204.0	221.3	242.4	261.0	275.0	288.0	315.0	344.0	365.0	384.0	408.0	446.0	508.0	577.0	635.0

To obtain Imperial gallons per minute, multiply amount in table by 375.

IN ROLLS
LIKE THIS

IN SHEETS
LIKE THIS



Welded Wire & Triangle Wire for Concrete Reinforcing

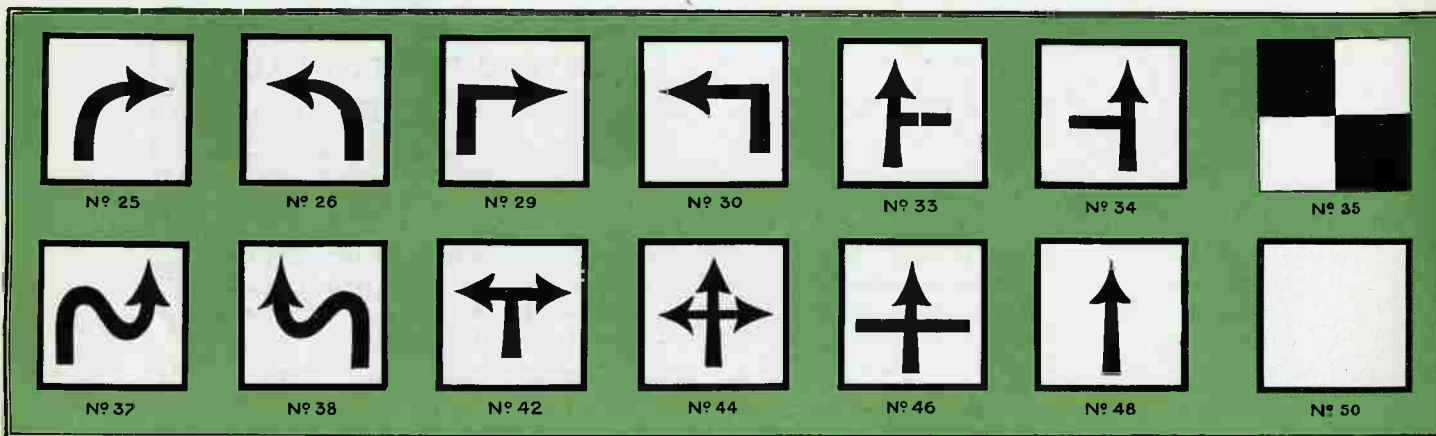
BRIDGES - DOCKS - RESERVOIRS - VIADUCTS & SEWER PIPE

FOR many classes of work, welded wire fabric is more efficient and more economical than loose bars. Wire is a product resulting from drawing a hot rolled rod through a die which mechanically reduces the size and increases the length. The ultimate strength is increased 50 to 100 per cent. depending upon the amount of drawing or reduction. The finished wire is then partially annealed to reduce the stiffness thereby making a fabric of high yield point and

tensile strength that is still sufficiently flexible to insure ease in handling. The several wires making up the fabric are not injured in any way, nor is the yield point or tensile strength reduced during the process of manufacture.

The yield point of the wire is at least 50 per cent. greater than the yield point of reinforcing bars; therefore, based on strength of the steel alone, wire fabric is more efficient by 50 per cent. than bars of equivalent area.

We carry large stocks of Welded Wire and Triangle Mesh.

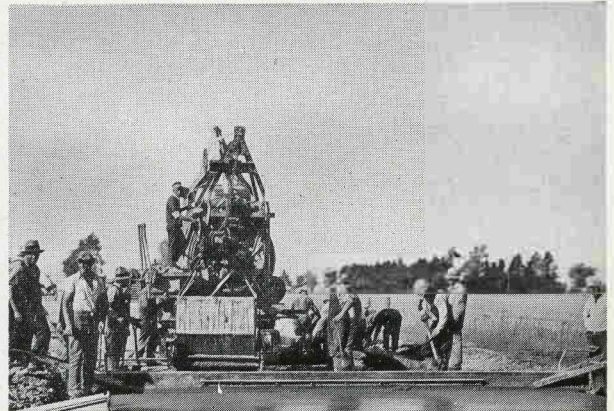
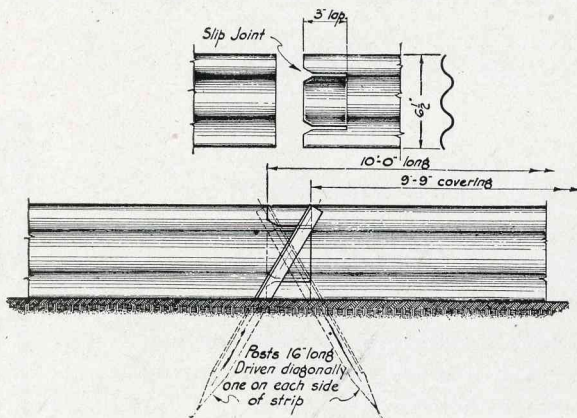


EASTERN CANADA STANDARD HIGHWAY SYMBOLS AND "STOP" SIGNS

THESE SIGNS ARE APPROVED AND ADOPTED by Ontario Department of Public Highways, Ontario Department of Northern Development, Toronto and York Roads Commission; Ottawa Suburban Roads Commission, etc.

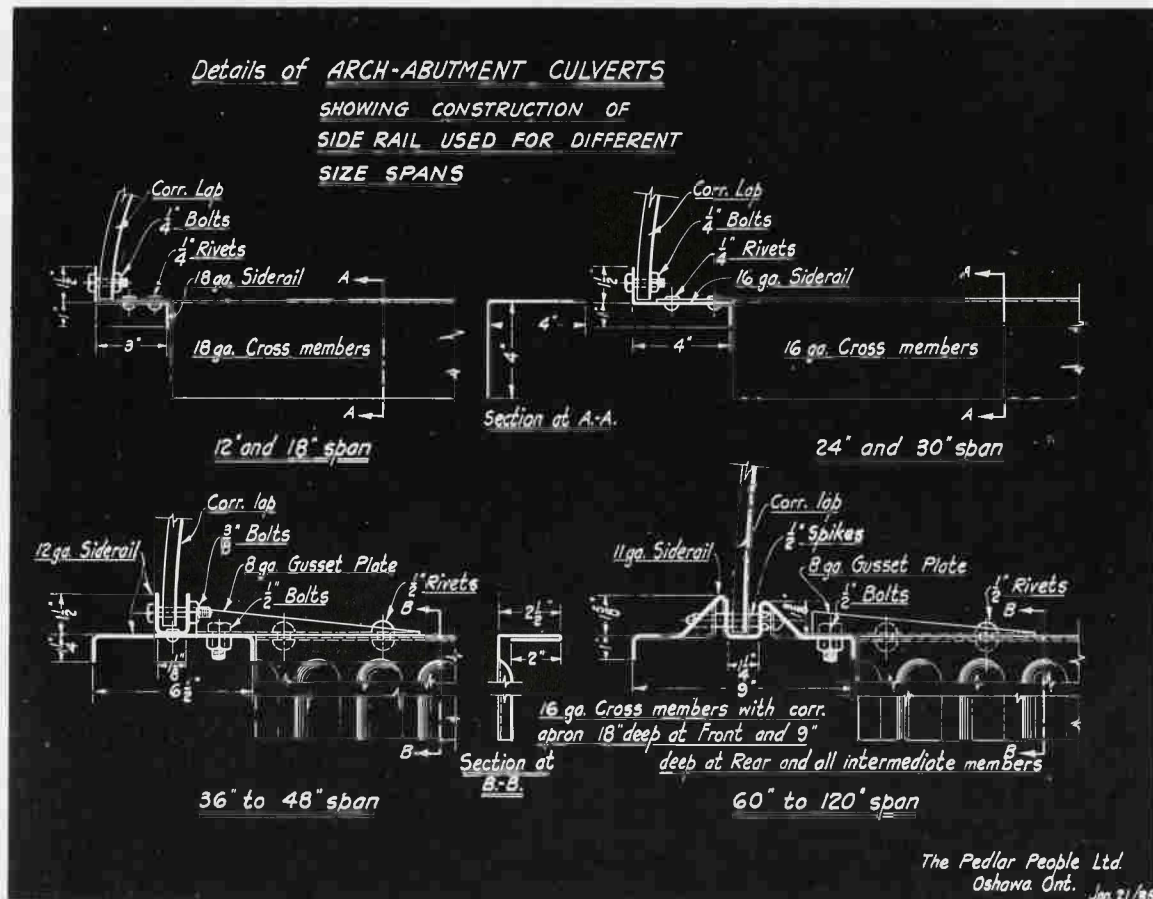
STAMPED in one piece from 16-gauge Galvanized Steel, specially treated and painted 3 coats, plus black. Border, Symbol and Lettering are EMBOSSED. Size 24" x 24". Weight 11 lbs. each. All Signs now made with rounded corners.

TO REPAINT: Apply white paint freely; with rag tight around finger wipe off raised black portions. A few minutes of unskilled labor will make these Signs take on their original appearance.



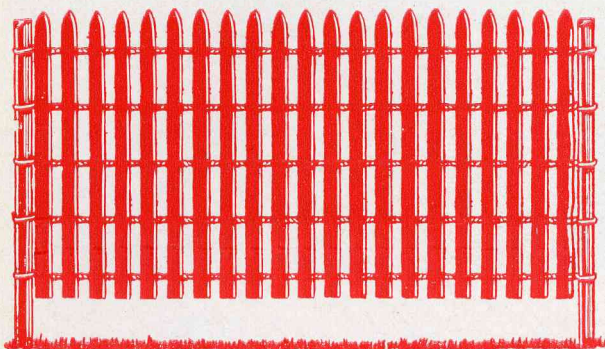
CENTRE JOINT—Designed as an expansion or concrete joint for all concrete roads. Deeply corrugated—20 gauge black steel, slip joint ends facilitate easy handling. Rigid—efficient—inexpensive.

Supplied in 10 ft. lengths with 45 angle iron stakes per 100 feet.



PEDLAR'S SNOW FENCE & POSTS

Keep the Highways Open for all Year Traffic



Pedlar's Snow Fence

Supplied in rolls of 100 feet. A portable fabric 4 ft. high, woven between 5 cables of heavily galvanized wire.

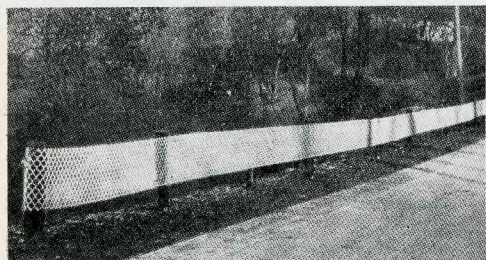
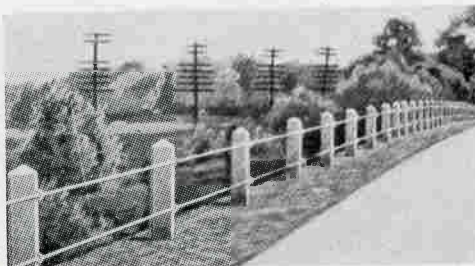
Pickets spaced 2 in. apart and painted with red mineral preservative.

Galv. Cable Guard

$\frac{1}{2}$ in. (7 wires).

Supplied with necessary eyebolts, staples and clips.

In case of impact, the strand will deflect toward the road.



Chain Link Highway Guard

Galvanized after woven.

Made in 2" mesh, 6 ga. and 9 ga.

Made in 1½" mesh, 9 gauge.

Widths—24"—30"—36".

Don't Wait for Snow

Order Snow Fence early. Pedlar's Fence keeps the snow from drifting on your roads.

Snow Fence is good for years of service, and is the best known way of preventing snow tie-ups in winter.

Easily Erected Easily Removed & Stored

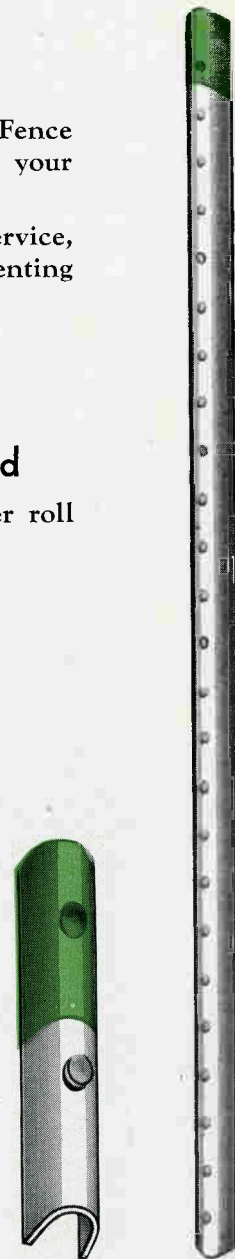
Weights approximately 220 lbs. per roll of 100 lineal feet.

Protect dangerous curves
and deep cuts with—

HIGHWAY GUARDS

—for—

SAFETY FIRST



PEDLAR'S "U" SHAPE POST

For use with
Snow Fence

Made from heavy gauge black iron and painted aluminum with green band around the top. Standard lengths, 7 ft., 7 ft. 6 in., and 8 ft.

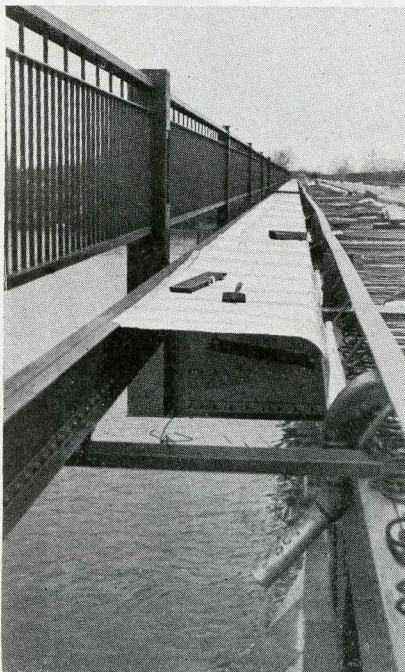
BRIDGE PLATES FOR BRIDGE DECK CONSTRUCTION



Honore Mercier Bridge, Ville La Salle to Caughnawaga, Que.

ON practically all of the large bridges constructed in Canada during recent years, this company has supplied reinforcing products. An example of this is the Honore Mercier Bridge across the St. Lawrence River, above Montreal, where Pedlar Bridge Plates were used to carry the reinforced concrete deck. Another large Bridge for which similar Bridge Plates were supplied is the Ile d'Orleans Bridge, constructed between the north shore of the St. Lawrence River

and Orleans Island, a few miles below the city of Quebec. Bridge Plates of the type used on these structures are coming into common usage for carrying bridge roadways and sidewalks and ensure both speedy and sturdy construction.

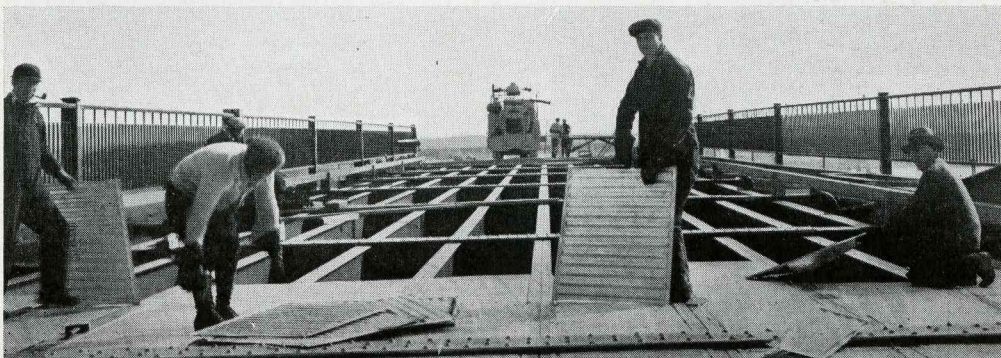


Sidewalk Plates in Position.

*Laying Bridge Plates
on the
Honore Mercier Bridge,
4500 feet in Length.*



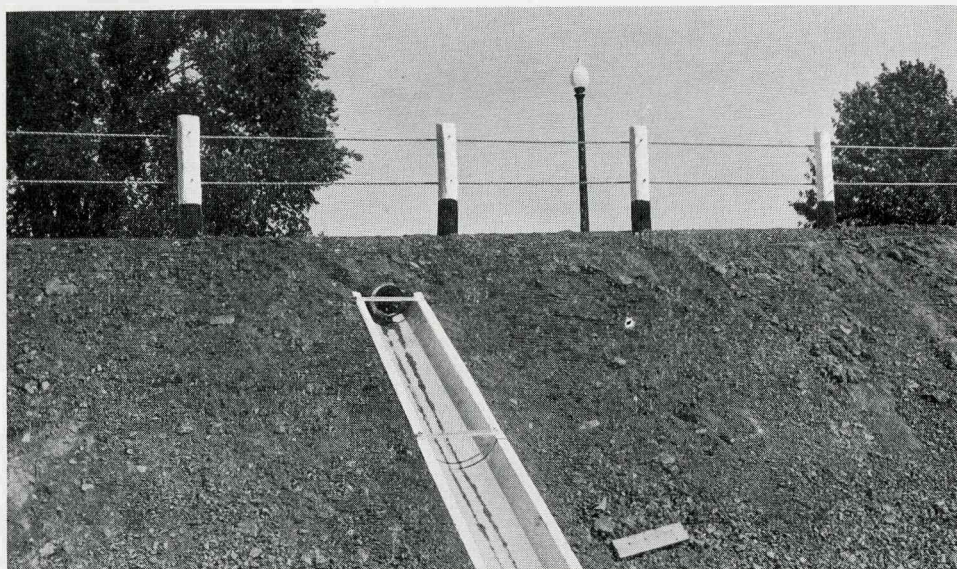
Note ease in laying Plates.



Laying Bridge Plates on the Honore Mercier Bridge.

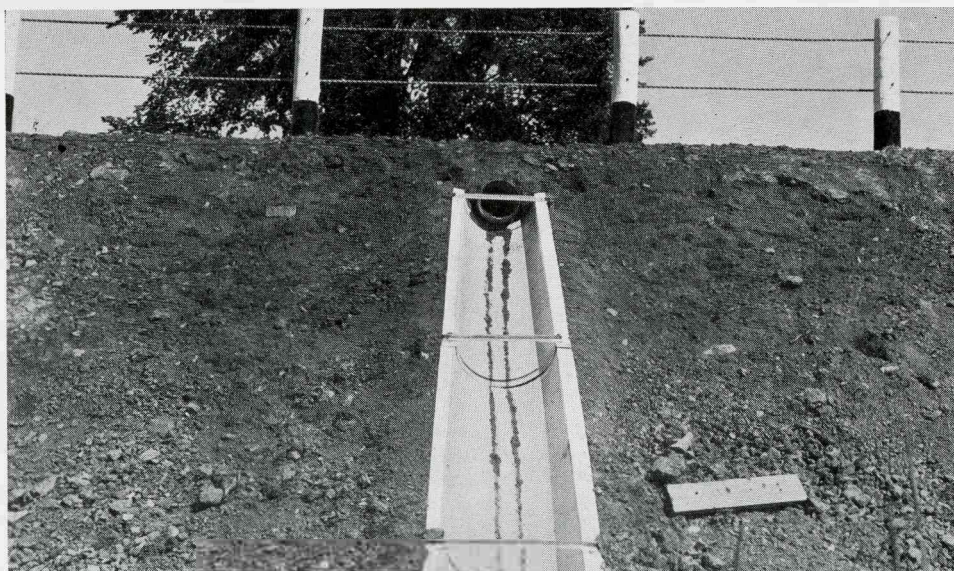
Pedlar's Embankment Protector

Eliminates all possibility of undermining of the embankment. Made in various sizes to accommodate the Culvert installed.



A very inexpensive method of providing proper protection for Embankments against undermining.

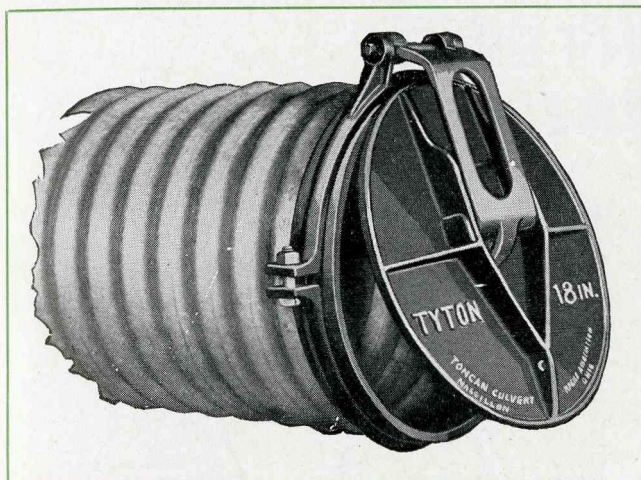
Made from 18 Gauge Galvanized Copper Alloy Sheets.



Half Circle Protector, with Flange and Cross Braces.

Illustration also shows Highway Cable Guard.

TYTON SLUICE GATES



THE Tyton Sluice Gate is scientifically designed to permit the flow of water in one direction only. As long as the height of water at the intake end of the culvert is greater than that in the drainage channel at the outlet end, the gate will remain open, permitting an unimpeded discharge of water. If the tide or flow should become greater than the head in the culvert, the back pressure will automatically close the gate and check any back flow. When no water is running the gate remains closed.

The Tyton Sluice Gate is a valuable aid in land reclamation, in irrigation projects, in coastal regions, where tidewater is encountered, in drainage districts, levee and dam work, municipal drainage and similar applications. Its performance being entirely automatic, it functions without inspection or maintenance.

Tyton Sluice Gates can be supplied in following sizes: 8", 10", 12", 15", 18", 21", 24", 30", 36".

ALL Pedlar Culverts

are made from

**GALVANIZED
COPPER
ALLOY
SHEETS**

With 2 oz. coating of best Canadian zinc spelter.

COPPER and copper alloys were used long before iron could be worked successfully. It is one of the first metals of which we have any authentic record. Widely distributed in nature as an ore, it is one of the native materials of Canada. Copper usually is refined by the electrolytic process to a purity of about 99.80%.

Copper has been known for centuries to be highly resistant to rust and corrosion. It has the property, when added to other metals, of imparting to them this same characteristic. The degree of resistance varies widely with the metals used. In bronze, for example, a large amount of copper is required, while in iron as little as one-fifth of one per cent (.20%) of copper will impart much additional corrosion resistance.

Copper also possesses the property of forming a true alloy when added to molten iron. When copper and molten iron combine the copper actually is dissolved in the iron, and the alloy so formed has properties entirely different from either of the two metals before being united. When this alloy cools there is absolutely no separation of copper from the iron. It has gone into solid solution.

The value of a copper addition in iron or steel sheets has been proven beyond reasonable doubt by extensive investigations carried on by unbiased observers. The published opinions of scores of prominent metallurgists are also matters of public record.

In Copper Alloy Sheets there is added to an already carefully refined pure iron, the scientifically determined amount of pure copper to obtain the greatest possible benefit from the copper.

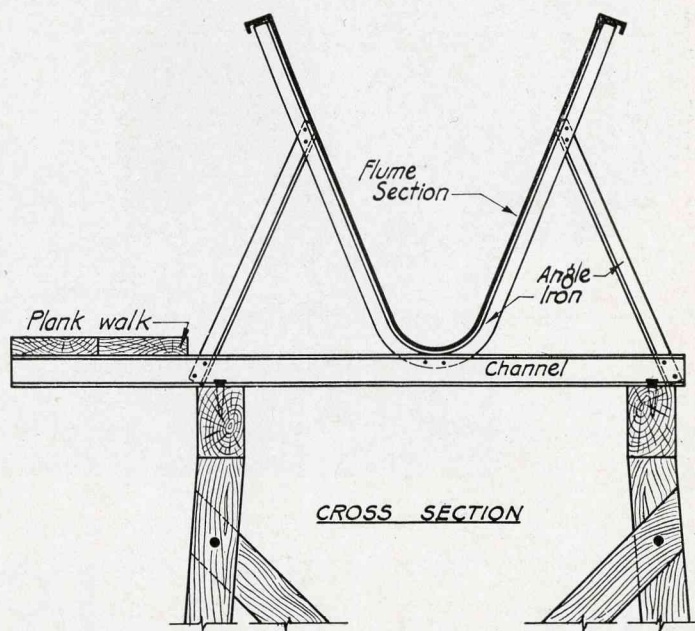
Pedlar's Copper Alloy Sheets carry a heavy galvanized 2 oz. coating of best Canadian zinc spelter.

*Make sure the Culvert you buy, has a GREEN BAND painted around the end.
This is the distinguishing mark of a GENUINE Pedlar Culvert.*

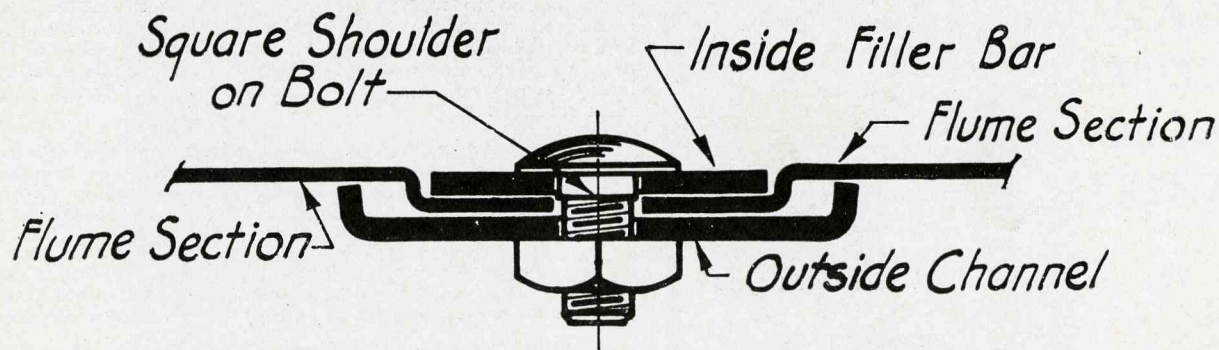
PEDLAR'S "CLEAR FLOW"

SMOOTH INTERIOR
EASY ASSEMBLY

**Maximum
Service at
Minimum
Cost**



ALL METAL PARTS ARE GALVANIZED

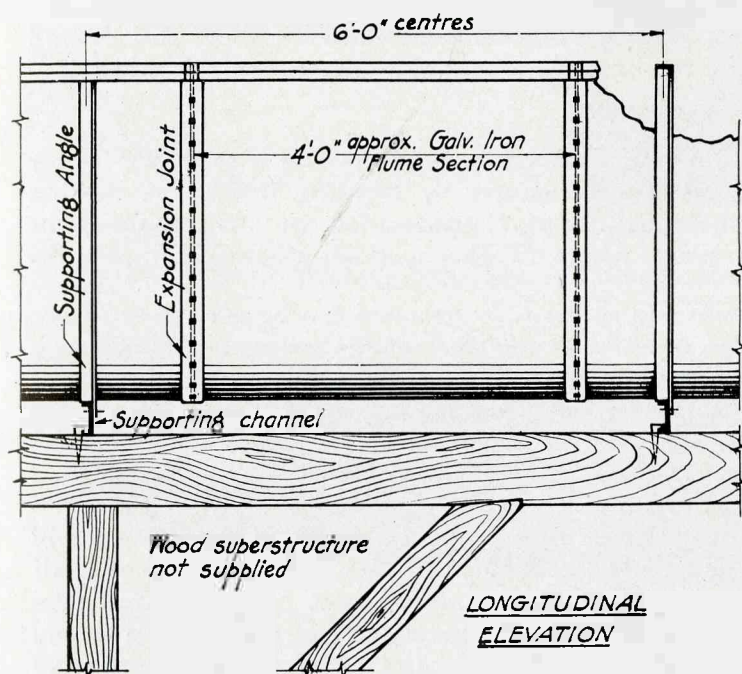


CROSS SECTION OF EXPANSION JOINT
(Patent applied for)

LOG-CARRYING FLUME

FREE EXPANSION

LONG LIFE



**Strong
and
Durable**

1. The details shown describe the Pedlar "Clear-Flow" Log-Carrying Flume complete with all metal supporting structure showing the application of the metal supporting structure to the wooden superstructure.

2. Owing to the specially designed joint being countersunk, it affords an unobstructed or clear-flow passage in the entire length of the flume and being constructed in metal, there is no possibility of warping and twisting.

3. The extremes in temperature of course have some bearing on galvanized iron and it is this

condition which is adequately taken care of in the expansion joint shown.

It can be seen at a glance that sufficient clearance is allowed in the joint for any expansion or contraction of the metal during extremes in temperature.

4. This flume being manufactured in metal, immediately overcomes one of the worst features which must be contended with when the flume is constructed of wood. In nearly all cases when the flume is not in use, the wood joints of the flume will open up and necessitate many and costly repairs before it can again be used, but when metal is employed, what is the result? The only consideration is the expansion and contraction of the metal which is taken care of in the expansion joint. There are no seams to open up and consequently, no costly repairs.

5. This flume is made from Galvanized Copper Alloy Sheets in order to give the longest possible life and which will make this flume a practically permanent structure with the first cost being the only cost.

LIST OF SIZES

Width at top.	Depth.	Gauge
42"	42"	16
34"	32"	16
25"	21"	18

TRANSPORTING FLUMES

The transportation of logs by flume is feasible wherever there is an available supply of water that can be diverted into a flume channel at a point having sufficient elevation above the desired point for delivery to insure flowage. These are the only two essentials;—given them, all other difficulties and obstacles may be overcome.

The extreme flexibility of a flume as to grade and curvatures and the ease with which it may be constructed over extremely rough, rocky and broken country by trestling instead of making costly cuts, gives it a great advantage over other methods of transportation in any mountainous country and makes its use entirely practical in places where all other methods are utterly impossible.

The grades in which a flume may be built and successfully operated can be as steep as 25 per cent, and under certain conditions, even steeper, or as flat as one tenth of one per cent, although such extremes are seldom necessary. Uniformity of gradient is not essential to the successful operation of a flume. If engineering and construction are properly done, the grade may be changed from one extreme to the other in a comparatively short distance without materially affecting its efficiency, although it is always desirable to avoid making any change of grade too suddenly or more often than the conditions require because of their tendency to increase wear on the flume channel and to cause jams or clogging of material being floated. The curvature permissible in log flume construction will depend on so many different factors that it can only be determined in each particular case after all the conditions and requirements have been ascertained and are understood. The principal controlling factors are—the dimensions of largest timber to be floated, the volume of water available, and the percentage of grade at the curve. Given an ample supply of water and a flume channel of suitable size and any stick of timber could be floated around any curve. It is seldom, however, that there is any necessity for curves sharper than twenty degrees, although thirty and even forty degree curves are sometimes practical.

In putting on the market this new type of smooth interior metal log carrying flume, we offer the maximum in economy over a period of years and service, and there are many special features in the design and construction described in this bulletin which should warrant serious contemplation before any other type of flume is considered.

The main feature is the expansion joint used in the flume. This joint permits of the clear flowing of the logs inasmuch as the joint is countersunk thereby allowing the logs to pass the joints without jamming. It also permits of free expansion and contraction of the flume sections, owing to the fact that none of the bolts used on the joint pass through the flume section.

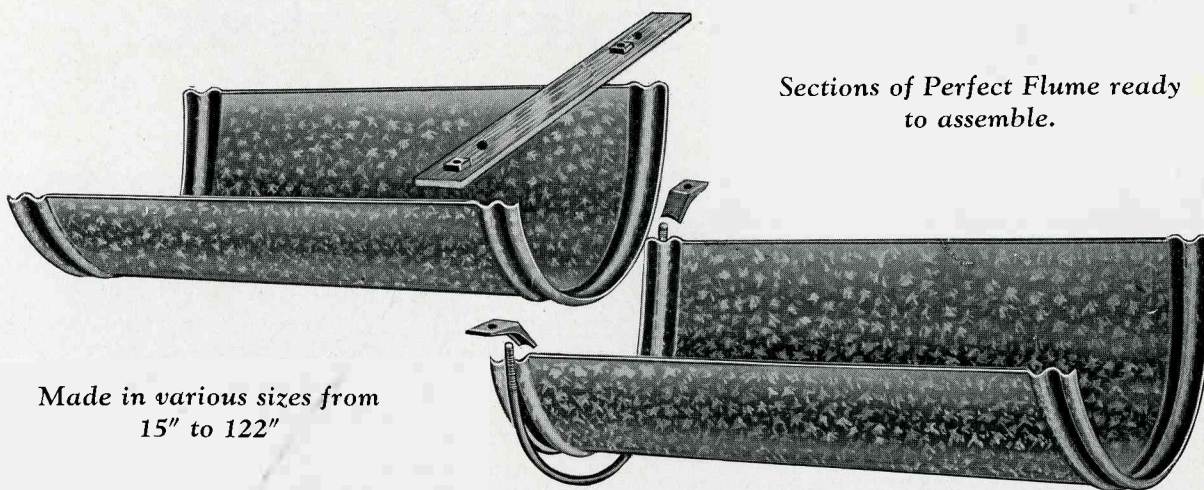
Made from Galvanized Copper Alloy Sheets, long life is assured.

To meet the requirements of the various logging and paper industries whose problems in many cases widely differ, we have arranged the manufacture of this flume in three sizes.

Our Engineering Department have given considerable thought to the subject of log transportation by flume, and will be glad to go into further details in regard to any special proposition which may arise at any time.

PEDLAR'S "PERFECT" FLUMES

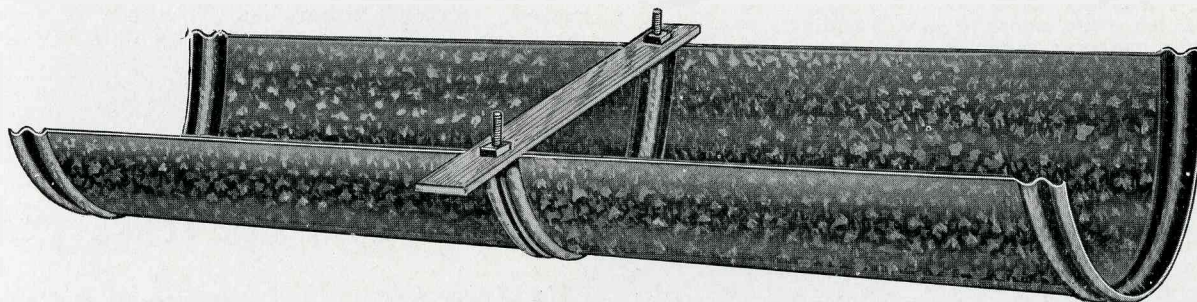
FOR PUBLIC AND PRIVATE IRRIGATION WORKS, SPILLWAYS, FEEDERS, MINING PROJECTS, AQUEDUCTS, RANCHES, TOWN WATERWORKS.



Sections of Perfect Flume ready to assemble.

Made in various sizes from 15" to 122"

Binding Rods, binding clips, nuts and washers are included.



Sections of Perfect Flume Assembled.

The interior of the Flume is smooth and free from obstructions. This reduces friction permitting maximum flow without collecting sand, mud or silt. From the construction of the Flume the joints take care of all expansion or contraction due to extremes of temperature without destroying its alignment. This feature reduces maintenance costs and guarantees maximum water deliveries at all times without leakage.

The 15, 19, and 23-inch diameter sizes of Pedlar's Flumes are manufactured in 8 foot lengths giving 7 ft. 9 in. covering length; larger diameters are made in 36 inch sections, covering 33 inches, allowing for overlap. We charge only for actual number of lineal feet of Flume used.

When curved sections are required we are prepared to supply same made in accordance with engineer's specifications. A slight degree of curvature may be obtained with the standard sections.

WATER DELIVERY IN GALLONS PER SECOND

Diam. in ins.	Area in Sq. ft.	Inches Fall in 1 Mile of Flume						
		19 ins.	25 ins.	31 ins.	47 ins.	63 ins.	95 ins.	125 ins.
15	.6366	.....	.....	3.87	4.5	5.25	6.5	7.0
19	.9948	.....	.....	6.67	8.33	9.61	11.85	13.18
23	1.4323	.....	.....	11.37	13.93	16.00	19.93	25.06
30	2.5462	.....	22.87	25.56	31.56	36.68	45.06	52.08
38	3.9792	34.40	40.94	45.62	56.31	65.0	80.37	92.81
46	5.7295	60.12	69.5	79.25	92.62	110.68	135.75	156.87
53	7.799	88.81	99.7	114.68	141.14	164.25	201.43	231.87
61	10.1848	127.75	146.18	163.62	202.75	237.68	289.87	335.0
69	12.8907	173.87	201.75	226.37	279.37	325.06	397.56	432.87
76	15.9168	210.25	266.9	298.43	369.19	420.75	526.99	608.37
84	19.258	299.37	346.31	387.19	476.19	553.13	677.13	781.62
92	22.918	378.19	438.38	491.37	601.62	694.75	850.87	982.68
107	31.196	562.62	660.43	738.31	903.93	1046.18	1279.93	1470.43
122	40.7392	811.25	938.15	1047.75	1284.25	1476.37	1815.81	3096.06

WHAT IS THE TOTAL COST OF A CULVERT?

A NEW TREND is becoming evident in the estimating of culvert costs. Engineers are getting away from the custom of using the manufacturing cost of their culverts as the figure which appears in their estimate. They are recognizing that they must compute the total cost of the culvert installed under the road.

Engineers and highway commissioners have found occasionally to their sorrow, that the price of the culvert is only one of several items of expense. The culvert is only a pipe until it is finally set in position . . . ready to do its work.

As an aid to obtaining the total cost of culverts for estimates of highway construction, we suggest the outline below, which many engineers have found very practicable. It includes not only purchase price, but freight, hauling and installation expense.

- FIRST:** Take the net price per foot of the culverts of various diameters from various materials at the plant from which they are purchased.
- SECOND:** Get the correct weight per foot of each diameter of culvert of the various materials under consideration.
- THIRD:** Find out what the proper freight rate is per pound, either by rail or truck or both from the factory from which the culvert is shipped to the place where the culvert is to be installed, and multiply by the weight per foot of the culvert. This will give you the transportation charges per foot for culverts of various materials. (Prices of Pedlar Culverts include freight).
- FOURTH:** Add to the cost of placing the culvert in the ditch with joints connected, the labor and time cost of loading and unloading the various types of culverts. Divide this cost by the number of feet of culvert on the job. This will give you the labor cost per foot for handling culvert. In figuring this labor you should bear in mind that the lighter the weight per foot of culvert, the less labor and equipment is required.
- FIFTH:** Figure how many yards of excavation and backfilling will be required for the installation of different types of culverts of different diameters. Multiply by the prevailing price per yard for handling dirt, and find out how much this amounts to per foot of culvert.
- SIXTH:** Then add the transportation charges per foot, the handling charges per foot, the excavation charges per foot and the backfilling charges per foot to the factory cost of the culvert, and you should have the correct cost per foot for an installed culvert of the various materials for comparison.

DETAILS TO BE CONSIDERED

In figuring excavation and backfilling yardage you must take into consideration that the thicker walled culverts require more excavation than thinner walled culverts, and also that the thicker walled culverts, which are heavier in weight, require a ditch excavation wide enough to allow men to get into the ditch and connect the sections.

Also you must figure, in the cost of the thicker walled culverts in the shorter sections, the cost of bell holes which are necessary under each joint so that each of the joints can be connected and cemented.

Remember that the thinner walled culverts do not require this extra excavation. They can be connected on top of the bank and rolled into the ditch in completed lengths.

HOW LONG WILL YOUR CULVERTS LAST?

The Ultimate Cost—

Naturally the final cost of culverts depends on whether they serve for years without attention or whether repairs and replacements must be made within a comparatively short period.

Service Records—

Consider carefully the service records of the different materials in the various types of culverts.

Replacement—

Make a study of the Pedlar metal culverts in your locality. What percentage have ever had to be replaced because of rust or crushing? None!

Reasons for Replacement—

Look into the records of the heavier, more brittle types of culverts. What is the percentage of failure through breakage and other reasons?

Make an Investigation—

Field investigation of your culverts plus the records of repairs and replacements will insure accuracy in obtaining comparative TOTAL COSTS of culverts and require only a moderate expenditure of time and effort.

The results may surprise you. Certainly such data will lead to greater culvert economies in your highway projects—at a time when economy in all your operations is vitally important.

Strength and Rigidity

demonstrated in severe test

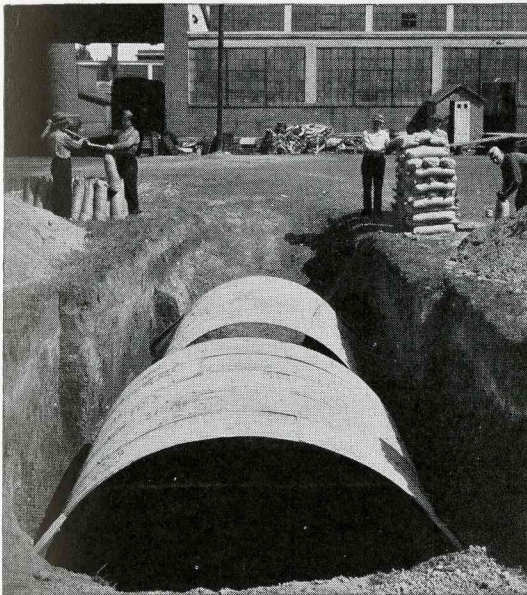
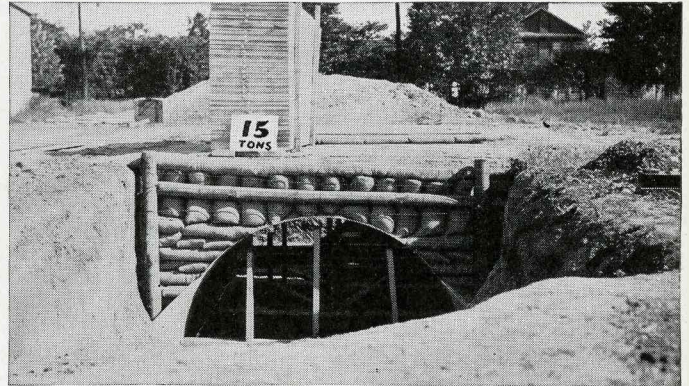


Photo above shows excavation with two Arch-Abutment Culverts, 8 ft. and 10 ft. span, ready for the fill.

At top right, completed fill showing stack of sheet metal weighing 15 tons, placed directly over quarter point of culvert.

Bottom—photo shows delicate instruments placed to record vertical deflection to a thousandth of an inch.



Pressure Load Equal to Twenty Ton Truck

For centuries, engineers and builders have recognized and used the strength and sturdiness of the arch, as evidenced by the many ancient bridges. The strength of Pedlar's Arch-Abutment was demonstrated by the load deflection test conducted by C. R. Young, consulting engineer of the University of Toronto, at Oshawa, in June, 1935.

1. GENERAL

For ease of loading the two culverts were built alongside each other in a trench dug specially for that purpose and the sand filling was made flush with the natural level of the ground. The average fill over the crown of the 8-ft. culvert was $19\frac{3}{4}$ in. and over the crown of the 10-ft. culvert it was $21\frac{1}{4}$ in. The metal used for the two culverts was No. 10 gauge (thickness 0.138 in.) and No. 8 gauge (thickness 0.168 in.) respectively. General dimensions and placement of the nine Ames dials used for observing the deflections are indicated on Figure 1.

In view of the fact that the most trying type of load on a thin arch is one over the haunch, the loads were applied at the East quarter-point of each span on a plank platform 24 in. wide and with a length of 8 ft., in the direction of the trench.

In order to eliminate the effect of settlement of the entire structure on the dial readings, the dials were supported on a staging resting on the longitudinal rails and not directly on the ground.

ARCH-ABUTMENT CULVERTS

Tests of 8 ft. and 10 ft.

(Continued)

2. TEST PROCEDURE

The loading material consisted of flat sheets of No. 8 gauge metal, 27½ x 80 in., weighing on an average 101.65 lbs. each.

For the 8 ft. culvert, which was the first tested, the loads were applied in increments of 10 sheets, that is about 1017 lbs., all dials being read after each increment. This was continued until about 81% of the desired maximum load was applied, after which the dials were removed. Scale measurements of deflection were, however, taken at the maximum load, which was 30,229 lbs.

For the 10 ft. culvert, the loads were applied in increments of 20 sheets, that is 2034 lbs., and all dials were read after each. This was continued to the maximum load of 30,229 lbs., the dials being left in position for the final loading.

3. ANALYSIS OF RESULTS.

The deflections indicated by the dials for the various loads are shown in Fig. 2. for the 8 ft. culvert, and in Fig. 3 for the 10 ft. one. Deflections observed at each of the three characteristic observed points are listed in Table 1 for a load of 2650 lbs., which was the load at which the dials were removed from the 8 ft. culvert, and for 3275 lbs., which was the maximum load applied to each culvert.

Examination of the curves and the table shows that the maximum observed downward deflection was in the case of each culvert at the loaded quarter-point, amounting under the maximum load of 3275 lb. per lineal ft. of culvert, to 0.35 in. for the 8 ft. culvert and to 0.494 in. for the 10 ft. culvert. While these deflections were apparent to the eye, by reason of the change of curvature of the arch rib, there was no sign of distress in the metal.

TABLE 1.—Average Vertical Deflection in Inches for Each of the Three Characteristic Observed Points on the Arch Axis.

Load in lb. per Lineal Ft. of Arch Length.	8 ft. Culvert		10 Ft. Culvert.	
	2650	3275	2650	3275
Downward deflection at loaded quarter-point.....	0.248	0.35	0.319	0.494
Downward deflection at crown.....	0.140	0.21	0.128	0.175
Upward deflection at unloaded quarter-point..	0.066	0.07	0.117	0.192

(1)—Based on approximate scale measurements.

The amount of load carried at the quarter-point of each of the test culverts without evident distress, that is 15.1 tons on a culvert length of 9.23 ft., is closely comparable with the rear axle-load of a 20-ton truck occupying a 9 ft. lane.

Respectfully submitted,

Signed. C. R. Young.

Signed. W. L. Sagar.

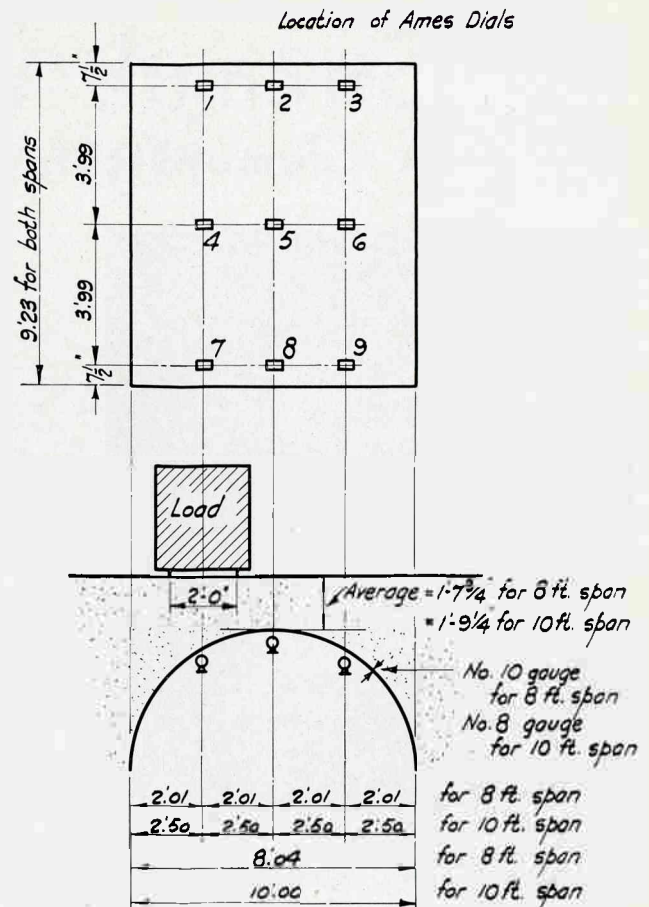


Fig. 1. Dimensions and General Arrangement, Etc.

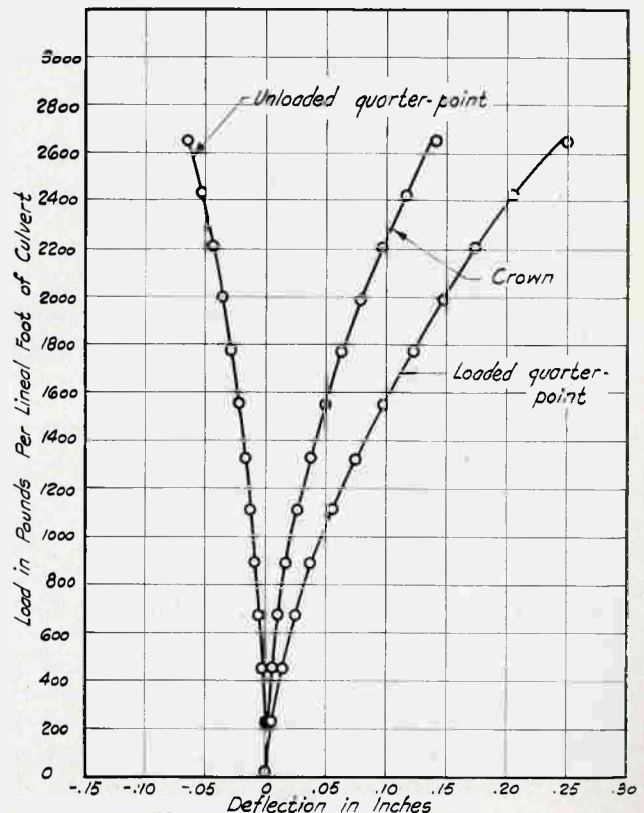
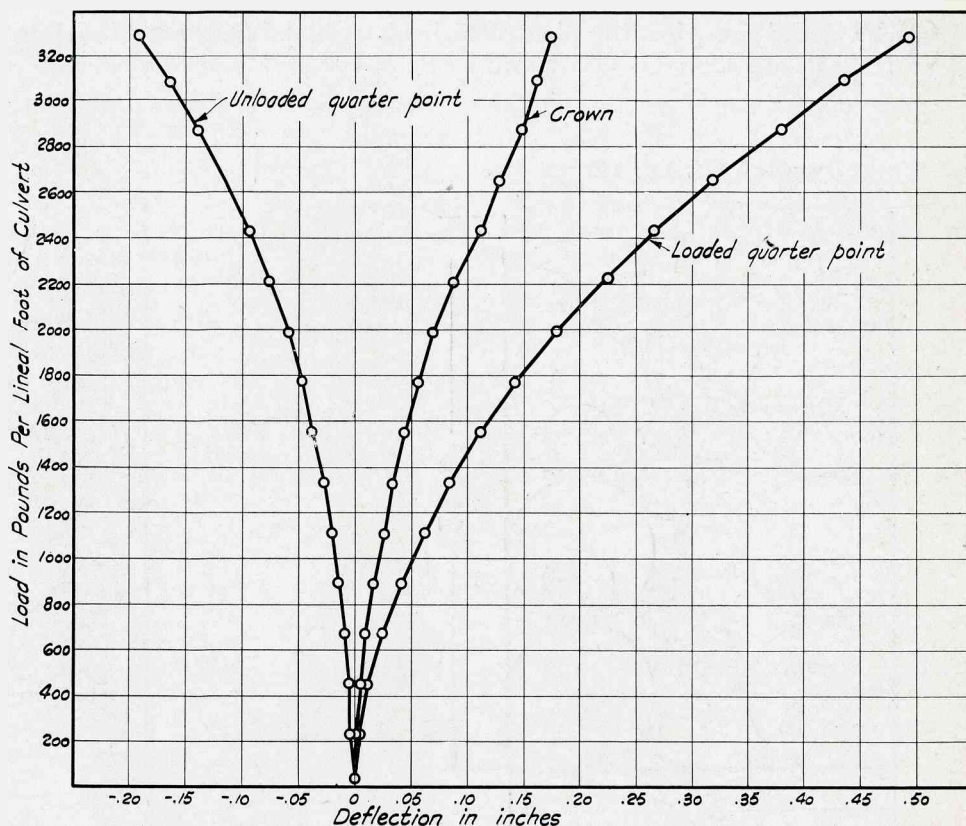


Fig. 2. Load Deflection, Curves, Etc.

ARCH-ABUTMENT Culvert Tests (Continued)

Load in
Deflection
Curves for
10 ft. Culvert



WRITE FOR PRICES STATING

1. Condition of Soil
2. Width at Base
3. Length
4. Height
5. Depth of fill

No Concrete of Any Kind Required!

COMPARATIVE AREA TABLE

"Arch-Abutment" and Full Circle Culverts

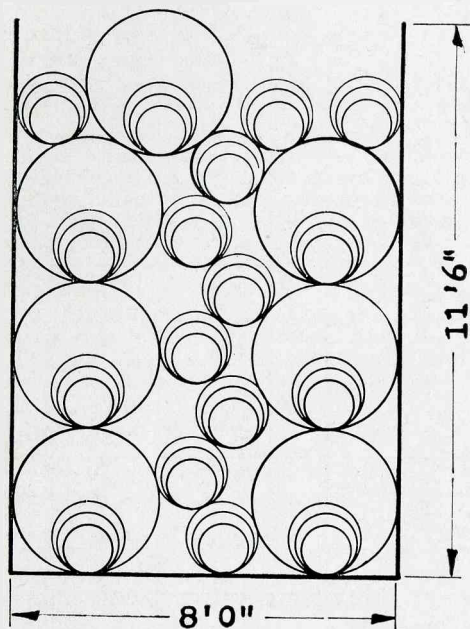
Width at Base	Design of Side Rail	Area Full Circle	Area Box Culvert	Wt.	Ga.
12"		9"		7 1/2	18
18"		13"		9 1/2	18
24"		17"		15	16
30"		21"		17	16
36"		24"		44	12
42"		30"		47	12
48"		36"	3 1/2' x 2'	54	12
60"		42"	3 1/4' x 3'	80	10
72"		54"	4' x 4'	92	10
84"		60"	4' x 5'	104	10
96"		72"	4' x 7'	126	10
108"		76"	4' x 8'	140	10
108"		76"	4' x 8'	187	8
120"		84"	5' x 8'	206	8

"Arch-Abutment" can be installed by unskilled men using only a sledge hammer, as quickly as a full circle culvert.

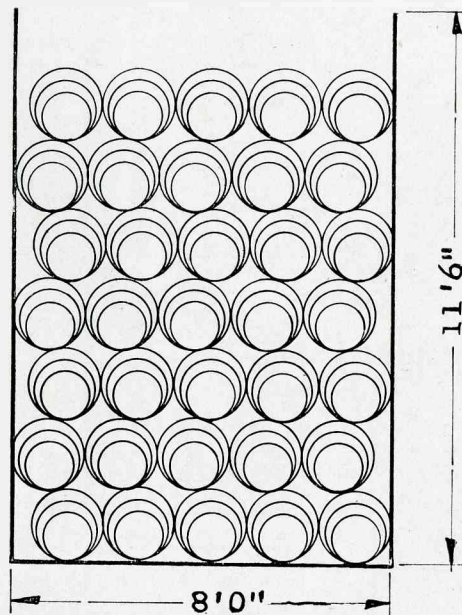
Car Loadings of Metal Culverts

SKETCHES show loading plan of carloads of Metal Culverts of various diameters, and in each case indicate the Culverts which can be loaded at each end of a flat car.

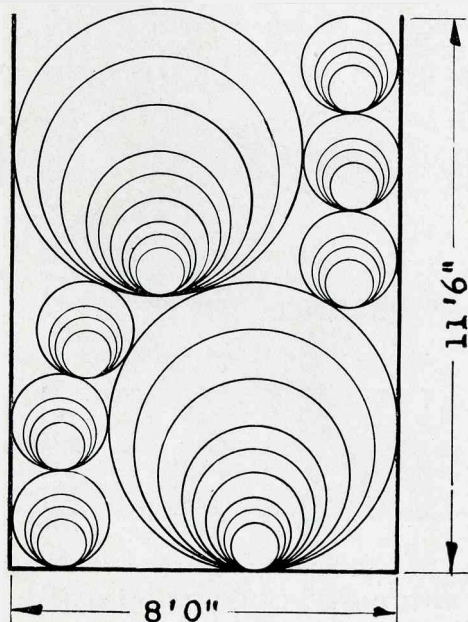
Diameters 12", 15", 18" and 36".



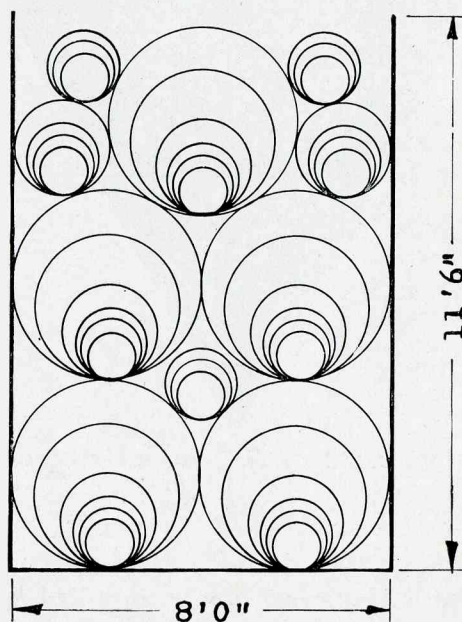
Diameters 12", 15" and 18".



Diameters 12", 15", 18", 24", 30",
36", 48", 60" and 72".



Diameters 12", 15", 18", 24",
36" and 48".



Car Loadings of Metal Culverts

METAL Culverts can be nested inside of each other with a 3" variation in diameter.

Culverts are usually loaded in "Flat cars" and space between piles of culverts must be allowed for coupling bands. Railway Flat Cars are of standard lengths with minimum carload weights as listed below:—

- 36 ft. long Flat Car—24,000 Lbs. Minimum.
- 40 ft. long Flat Car—29,000 Lbs. Minimum.
- 46 ft. long Flat Car—36,000 Lbs. Minimum.
- 50 ft. long Flat Car—37,500 Lbs. Minimum.
- 61 ft. long Flat Car—56,000 Lbs. Minimum.

A brake clearance of 1 ft. 6 in. must be deducted from the above car lengths for overall load length.

Flat Cars are usually 8 ft. wide, (between stakes) and may be loaded 11 ft. 6 in. to 12 ft. above the car platform, subject to some special regulations regarding width at top—due to tunnels or bridges on certain lines.

Maximum carloads are usually determined by the number of culverts which can be loaded. Their bulk does not afford sufficient weight to load a Flat Car to its maximum.

Weights of Metal Culverts per foot in the various diameters and gauges are listed herewith.

Loading diagrams are shown of maximum carloads of culverts illustrating the greatest footage of various diameters of culverts which can be shipped on a 40-ft. Flat Car.

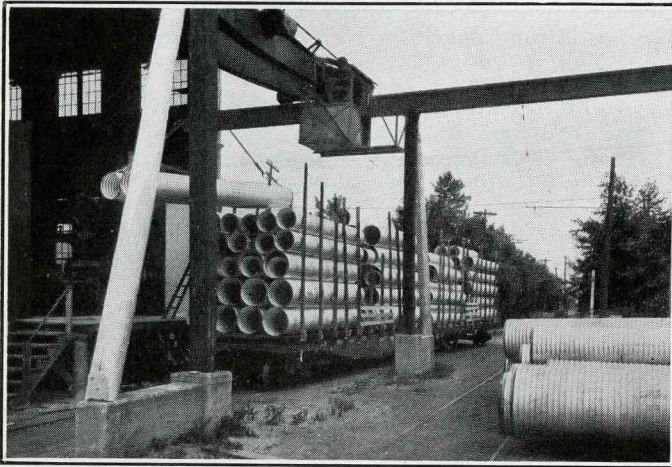
Standard Weights of Metal Culverts

Size	Gauge	Shipping Weight Per Lineal Ft.
8 in.....	18	6 Lbs.
	16	7 1/4
10 in.....	18	7 1/2
	16	9
	14	12
12 in.....	18	8-2/3
	16	10 1/2
	14	13 1/4
	12	18
15 in.....	18	11
	16	13
	14	16
	12	22
18 in.....	16	15 1/2
	14	19
	12	27
	10	35
21 in.....	16	18 1/2
	14	23
	12	32 1/2
	10	40
24 in.....	16	21 1/2
	1	26 1/2
	12	38
	10	47
30 in.....	16	26 1/2
	14	33
	12	48
	10	62

Size	Gauge	Shipping Weight Per Lineal Ft.
36 in.....	16	32 Lbs.
	14	39
	12	54
	10	69
42 in.....	14	46
	12	63
	10	78
48 in.....	14	53
	12	73
	10	93
	8	112
54 in.....	12	82
	10	105
	8	126
60 in.....	14	66
	12	91
	10	116
	8	140
72 in.....	12	109
	10	139
	8	168
84 in.....	12	126
	10	161
	8	195

CARLOADS OF PEDLAR'S METAL CULVERTS

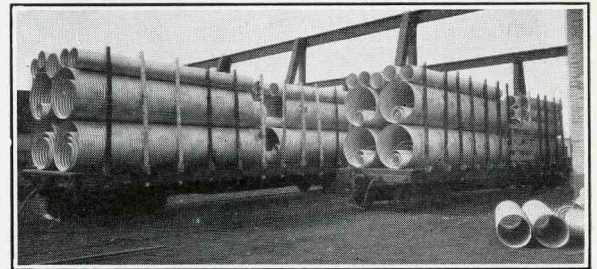
For Shipment all over Canada



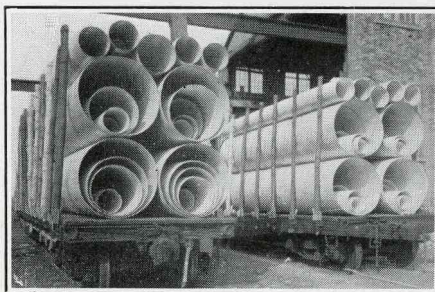
Electric crane carrying Culverts from the factory to the flat cars on siding to facilitate quick and easy loading.

Photographs showing the method of loading Metal Culverts of various sizes.

Note how the small sizes nest in the larger sizes of pipe.



SHIPMENTS OF CULVERTS LEAVING THE MAIN PLANT OF—
THE PEDLAR PEOPLE LIMITED, OSHAWA
MANUFACTURERS OF EVERYTHING FOR THE MODERN HIGHWAY

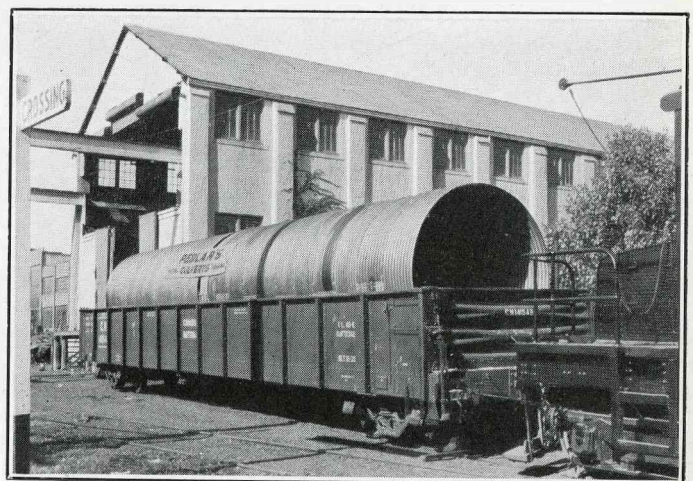


End view of cars showing ease of loading various sizes for shipment.

UNLOADING CULVERTS

Culverts should not be dropped to the ground from cars or trucks, particularly the larger sizes.

For large diameter pipes, plank skids and a rope used in the form of a rolling sling are all that are necessary.



Large diameter Culvert loaded for shipment to the mining district in Northern Ontario.

EASY TO TRANSPORT

EASY TO HANDLE

Jacking Pedlar Culverts Through Embankments

JACKING Pedlar's Culverts through an embankment is a practical procedure—no open trench necessary, no false-work, no back-filling, no settling and, above all, no interruption of traffic. All of which combines to create a big saving in time and expense.

The larger diameter of culverts, 42", 48", 60" and 72" in gauges, 12, 10 and 8 are more commonly required for jacking jobs. The minimum size is 36" diameter, as this will permit a man to excavate inside with normal efficiency.

Twenty-foot lengths of culverts are recom-

mended for the majority of jacking installations, but with some of the larger sizes it may be necessary to use 10-foot lengths. The ends of each section are punched and match-marked for convenient field riveting. Likewise the rivets are omitted from four or five corrugations along the longitudinal seam of one section. This unriveted section can then be easily sprung into the end of the preceding section by the use of a chain and pinch-bar and the joints completed by hand riveting. A sufficient number of rivets are furnished to complete each order.

How to Install Corrugated Culverts by the Jacking Method

Careful planning of the work and selection of equipment will result in saving time and money.

Labor and Equipment

Under average conditions, six men are required, in addition to the foreman.

One or two jacks are required. Other equipment consists of short-handled shovels, picks, wheelbarrows or boxes, saws, rope, lighting equipment, etc. Earth augers have proved practical for excavating in small diameter pipe.

Timber is needed for the bearing frame, jacking support, guide timbers, etc.

Shipping and Unloading

Care should be used in shipping and handling pipe for a jacking installation, especially at the ends, which have been matched for field riveting joints. The pipe should be unloaded on the downstream side of the fill, except one length which goes on the upstream side.

Preliminary Excavation

The site is cleared to provide working room. Then an approach trench is dug at the toe of the slope, being of such depth at the forward end as to form a vertical face about a foot higher than the diameter of the pipe. Working room is also provided at this forward end for riveting operations.

Timber Work

The pipe is kept on line and grade by two guide timbers or rails laid in the approach trench.

A substantial timber support or backstop is necessary to take the thrust of the jacks. The backstop is placed a sufficient distance from the fill to permit insertion of the lengths of pipe to be jacked, the bearing frame and the jacks.

A timber bearing frame is required to distribute the pressure of the jacks evenly over the end of the pipe.

The Jacking Operation

As the culvert is jacked into the embankment, workmen inside the pipe with short-handled tools, or other suitable equipment, excavate ahead of the pipe. For average conditions, the excavation should give about 1½ inches clearance at the top of the culvert, the bottom being excavated to exact grade.

Field Connections

Jacking is suspended when the rear of the pipe is about a foot from the face of the trench. Then the next section of pipe is rolled into place on the guide timbers and riveted to the section already jacked. Care must be taken to secure a good alignment of the pipe while the joints are being made. After adjacent sections are riveted together and the joint is inspected, the jacks and jacking timbers are replaced and the jacking proceeds as before.

How to Install Corrugated Metal Culverts

1. Digging the Trench

The trench should be dug of sufficient width to permit thorough tamping of the backfill under the haunches of the pipe.

2. Clear the bed of large stones, stumps or other debris, leaving a reasonably smooth surface.

3. It is excellent practice, particularly for the larger sizes of pipe, to shape the bottom of the trench to conform roughly with the contour of the pipe. A coupler makes a convenient template.

4. The outlet end of the pipe should be 1% lower than the intake end (say 3 1/2 inches on a 30 ft. Culvert). It is better to make most of the fall in the outlet half (this avoids a possible low spot in the middle of the Culvert after the fill has settled.)

5. The cover over the pipe should never be less than 12 inches.

Setting the Pipe

6. Set the pipe with the inside overlap of the 2 ft. sections "with" the direction of flow.

The longitudinal joints should come at the sides of the pipe (not at top and bottom.) See also No. 12.

7. Check with a spirit level to see that grade is correct before starting backfill. Even if no fall to outlet has been arranged as advised in No. 4, make certain that pipe is at least not sloping down to intake end.

8. When two or more corrugated pipes are placed side by side the clearance between adjacent pipes should be at least half the diameter.

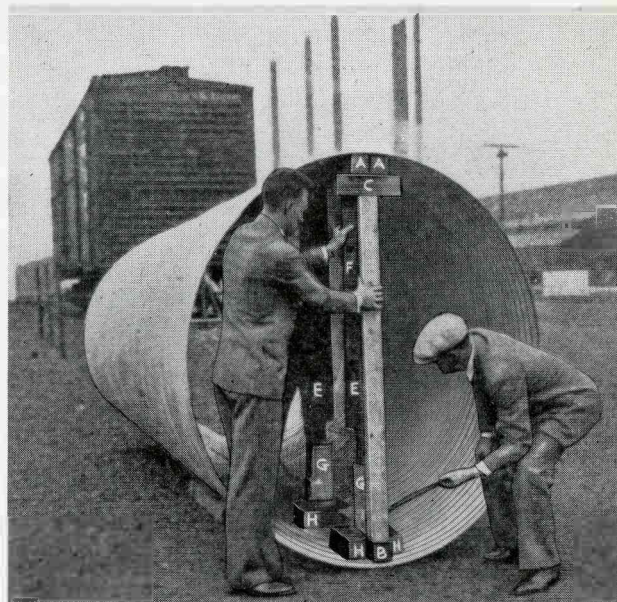
9. Back-filling

Side support which is the most important requirement can be obtained only by back-filling carefully.

10. The filling material adjacent to the pipe should be loose earth free from large stones, frozen lumps, or rubbish. It should be deposited alternately on opposite sides of the pipe, and be thoroughly tamped as the filling progresses up to three-quarters of the diameter of the pipe. Above the three-quarters point, tamping the backfill is not

necessary so far as the pipe itself is concerned, but is advisable to minimize settlement and damage to the road or street surface. Special care should be taken in tamping under the haunches of the pipe.

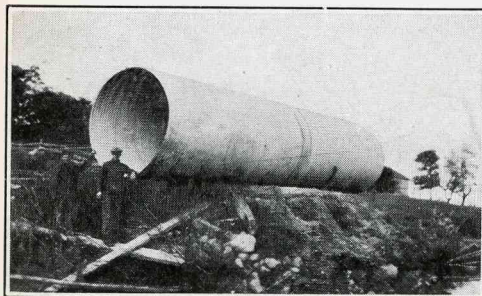
11. In soft or mucky soil 6 to 12 inches of clean, sharp sand should be placed below and at the sides of the pipe up to the halfway mark, except for about 2 ft. at intake end. This will reduce the possibility of frost heaving and facilitate sub drainage.



Re: Strutting

12. Pipes 48 inches diameter and larger should be "strutted" at installation. (See illustration). Briefly, this consists of stretching the pipe (by means of jacks) to increase the vertical diameter about 4% to 6% and placing timbers along top and bottom with vertical timbers or struts between. Struts are left in position for a few months, then removed, and in course of time the pipe usually settles back to a true round.

13. Corrugated Metal Culverts will always give a good account of themselves. They will give superlative service when properly installed.



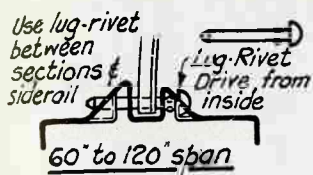
Ready to Install



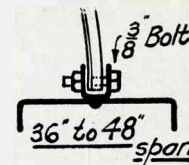
Set in Position



Completely Installed



Specifications for Installing Pedlar's Arch-Abutment Culverts



ALL parts are numbered; and assembly is made by bolting together according to these numbers commencing at upstream end.

In bolting curved sections, tighten all bolts in lap before proceeding to next section. This prevents any tendency to creep. (use formed washer on outside over slotted holes where sections bolt together.)

In soft ground some support or foundation must be supplied for the side rails.—Old timbers laid laterally or transversely, or both, under side rails are suggested.

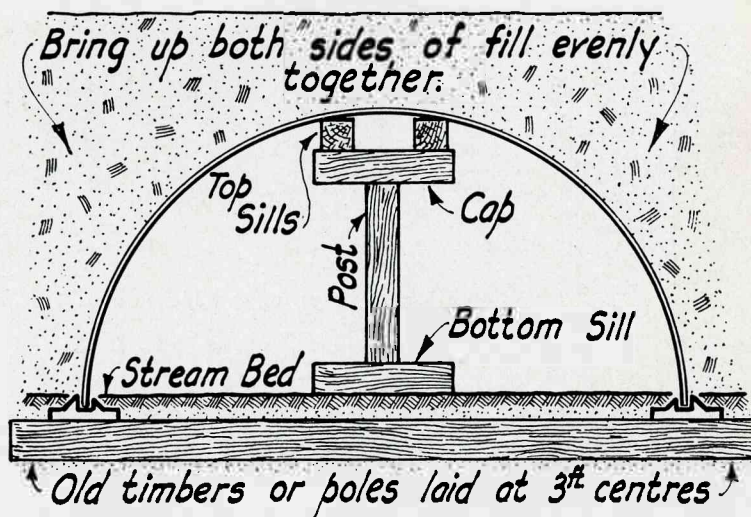
All culverts with over 36" rise should be strutted vertically before any filling is placed. This strutting should be built up as follows:

BOTTOM SILL: Flat stone or timber.

TOP SILLS: Two 4"x4" or equal laid continuously along top of culvert parallel at 8" to 14" centres, depending on size of culvert.

POSTS: One 4"x4" or equal verticals at 8 foot centres between cross members.

CAPS: One 4"x4" or equal 12" to 18" long placed between posts and sills (transversely to top sills.)



Posts to be cut to lengths that will wedge strutting tight when driven to vertical. This strutting should be left in place until the fill is permanently set (if possible three months) to prevent possible deformation from weight of fill.

In back filling, all fill must be brought up evenly on both sides of culvert and tamped to a depth of one foot above culvert. Rocks, frozen fill, etc., should not be used for back filling. Clay if possible to one foot above top of culvert.

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FOUNDED in 1861, this Company is now the largest sheet metal manufacturing concern in the British Empire, with factories in four cities, branch offices and stock depots in three other cities and dealers in all important centres from coast to coast. With these facilities we are in a position to render prompt and efficient service to customers in any part of the Dominion.

ENQUIRIES ARE INVITED FOR ANY OF THE FOLLOWING PRODUCTS:—

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Advertising Stands.	Council Standard Roofings.	Lath Nails.	Roll Roofings.
Aluminum Paint.	Cow Stalls.	Lath Staples.	Roof Lights.
Annealed Tie Wire.	Cowl Vents.	Lead Head Nails.	Roofings.
Arch-Abutment Culverts.	Culverts. * *	Lead Head Drive Screw Nails.	Rope.
Ash Trays.	Display Stands. * *	Litter Carrier Equipment.	Rota-Cone Vents. * *
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Auto Parts Storage Systems.	Electric Signs.	Low Rib Lath. * *	Shelving.
Automatic Vents.	Electric Vents.	Machine Guards.	Shingles.
Automobile Stampings. * *	Expanded Metal Lath.	Manger Divisions.	Silo Covers.
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Base Screed.	Flashings.	Mortar Hods. * *	Snow Fence & Posts.
Beverage Containers.	Floor-tye.	Nails.	Spanish Tyle.
Black Sheets.	Flumes.	Nestable Culverts.	Stampings.
Box Channels.	Flush Bead.	Nu-Roof. * *	Stanchions.
Brake Shoe Mesh.	Free Flow Culverts. * *	Oshawa Shingles. * *	Standing Seam Roofing.
Brick Sidings.	Gable Bead.	Paper-Back Lath.	Steelcrete Reinforcing.
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Copper Products.	Insulath.	Rib Lath.	Welded Wire Mesh.
Corner Beads.		Ribbon Lath.	Well Curbing.
Corner Bead Clips.		Ridge Cap.	
Corner Lath.		Rock Face Brick Siding.	
Cornices.			
Corrugated Culverts.			
Corrugated Iron.			

Folders and Price Lists covering any of the above lines, will be mailed promptly on request.

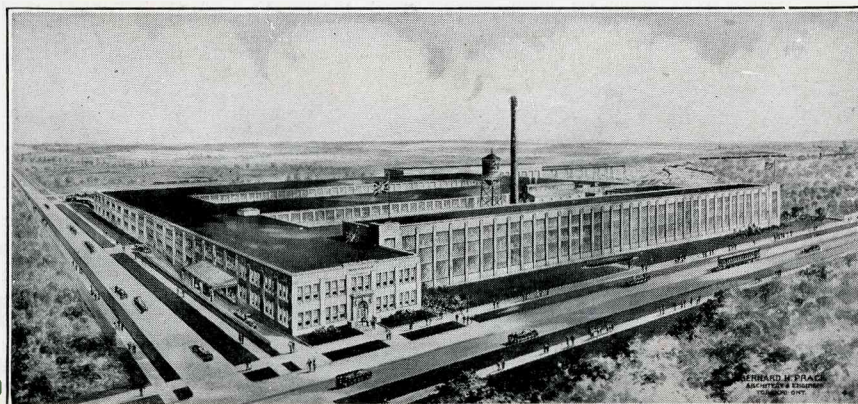
THE PEDLAR PEOPLE, LIMITED

Established 1861

Head Office & Factory - OSHAWA, ONTARIO

FACTORIES:—OSHAWA, MONTREAL, WINNIPEG, VANCOUVER.

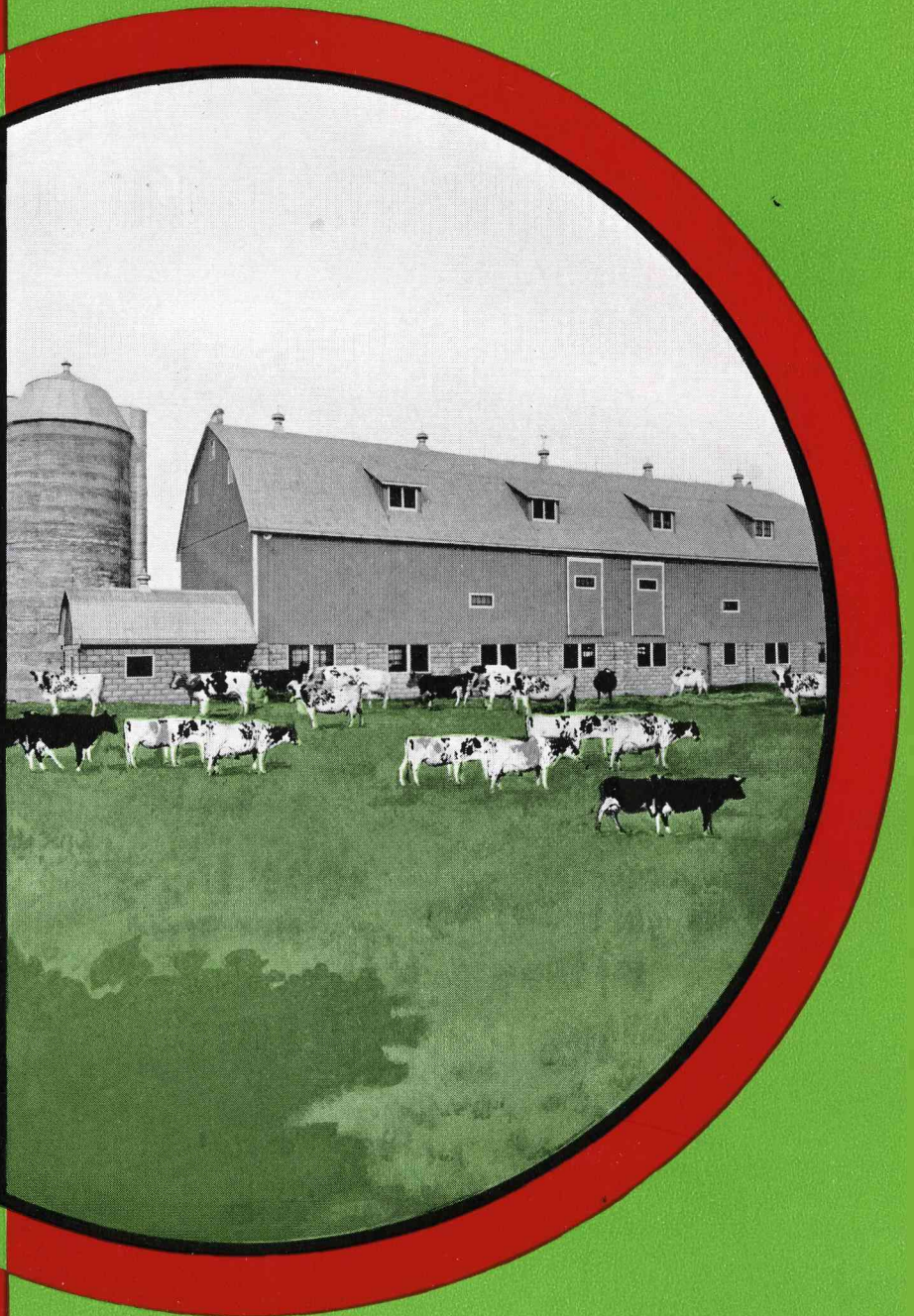
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The Main Plant and Head Office of The Pedlar People Ltd., at Oshawa, Ont.

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YEARS OF
SERVICE
TO THE
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THE PEDLAR PEOPLE LIMITED

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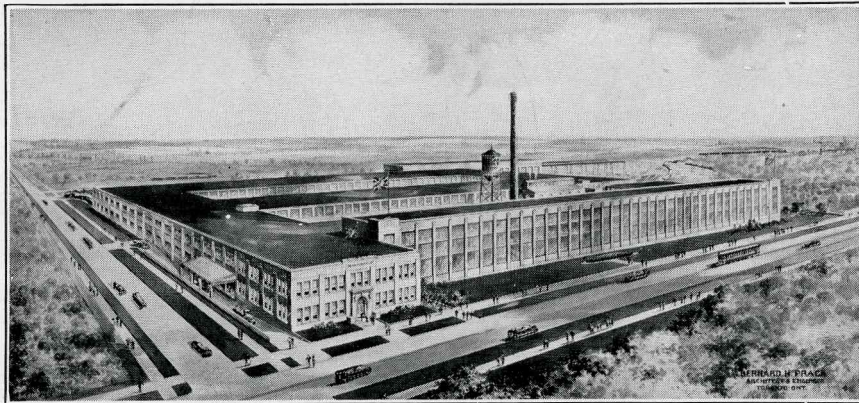
EVERYTHING FOR THE MODERN FARM

PEDLAR'S FARM BUILDING MATERIALS

CATALOGUE NO. 27B.

1937

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Well Curbing

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THE EVOLUTION OF THE FARM



from early Indian wigwam to modern farm home

CANADA'S largest industry—Agriculture, has developed amazingly since the Huron and Iroquois tribes lived in stockaded villages near Lake Huron in the 16th century, where they cultivated the soil with primitive implements to supply their simple needs.

History also records that the Jesuits taught the Indians agriculture in the Penetang district in 1640.

The first white man to practice farming in Canada was Louis Hebert, an apothecary of Paris, who accompanied Champlain to the New World. In a clearing near his log-cabin home at Port Royal, in the Annapolis Basin, he sowed the first crop of wheat in 1606.

Farms as we know them today, were established by the United Empire Loyalists in 1789. These settlers cleared the land granted to them by the Crown, built log-cabins and planted their crops. Descendants of a number of these pioneers are still working the same land at the present time.

As generation succeeded generation, more land was placed under cultivation. In 1826, Ontario or Upper Canada had a cultivated area of 599,000 acres.

By 1841, this had increased to 1,811,000 acres and by 1891 the area had reached a total of 14,157,000 acres.

In the West, agriculture had its inception, early in the 18th century in the Red River Settlement, near Fort Garry—now Winnipeg.

The development of cattle ranching and the opening up of vast wheat fields in Western Canada, added greatly to the Dominion's importance in agricultural production.

During the latter years of the 19th century, farming methods improved and a marked change in farm buildings became noticeable. The pioneer log-cabins were gradually replaced by more comfortable farm homes, and metal-covered barns dotted the countryside.

This Company has specialized in the manufacture of sheet metal building materials for the farm for over 75 years and the name "PEDLAR PEOPLE" has always been synonymous with products of the highest quality.

In order to assist the Canadian Farmer in the selection of his equipment, we have produced this catalogue, embodying illustrations and descriptions of the most modern designs of sheet metal building materials for the farm.

MONTREAL
OTTAWA

TORONTO

THE PEDLAR PEOPLE LIMITED

Established 1861

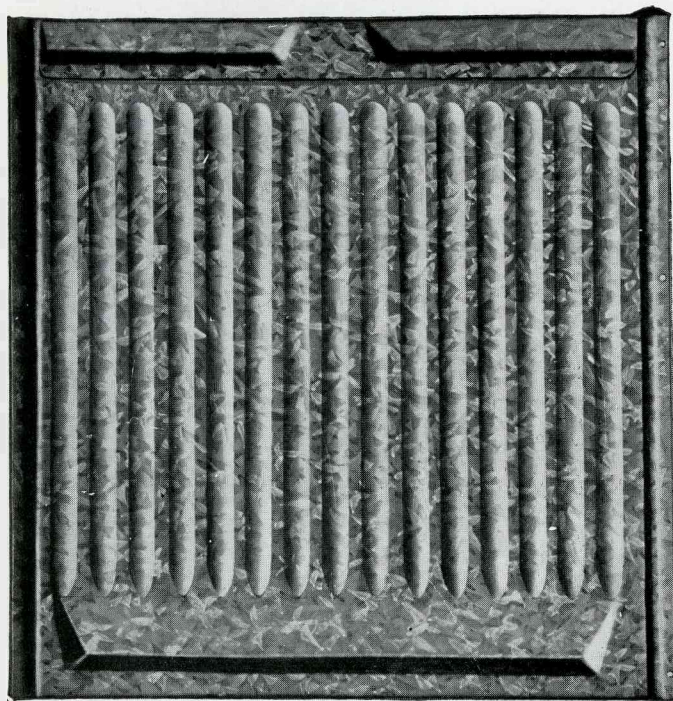
OSHAWA - ONTARIO

VANCOUVER
CALGARY
WINNIPEG

"KEEPING EVERLASTINGLY AT IT BRINGS SUCCESS"

CLASSIFIED INDEX

A.		G.		P.	
Alley Gates.....	141	Gable Hay Door Hardware.....	113	Pedlar Shingles.....	47
Application Corr. Iron.....	56-57	Galv. Sheets Tables.....	169	Pressed Sidings.....	83 & 84
Application Shingles.....	46	Garage Door Hangers.....	114	Pulleys.....	102 & 103
Area Roofing Sheets.....	63	Garages.....	62	R.	
Arenas.....	75-76	Gate Hinges.....	166	Regulating Tanks.....	143
Asphalt Shingles.....	85	Granary Lining.....	48	Roof Elevations.....	59
B.		Granary Track & Hanger.....	112	Rooflights.....	58
Barn Door Track & Fittings..	109 to 111	Guards for Horse Stalls.....	162 & 163	Rope.....	108
Biped.....	152	H.		Rope Slings.....	101
Bull Pens.....	134 to 136	Hay Car Equipment.....	94 to 108	S.	
C.		Hay Fork.....	100	Shingles.....	45 to 47
Calf Pens.....	137 to 139	Hay Racks.....	160	Shingle Estimating Tables.....	49
Ceilings.....	81	Hinges.....	113-166	Shingle Trimmings.....	48
Clapboard Siding.....	82	Hipel-Pedlar Arenas.....	75 & 76	Sidings.....	82 to 84
Colortone Roofing.....	60	Hipel-Pedlar Barns.....	66 to 74	Silo Covers.....	61
Concrete Floors.....	116	Hog Pens.....	140	Snow Fence & Posts.....	61
Concrete Mangers.....	116	Hog Troughs.....	141	Stable Layouts.....	86 to 93
Conductor Pipe.....	65	Horse Mangers.....	160	Stanchions & Fittings.....	119
Copper Plating.....	125, 126 & 130	Horse Stable Equipment.....	156 to 168	Standard Seam Roofing.....	50
Corrugated Awnings.....	57	I.		Steel Gates.....	136
Corrugated Iron.....	55 to 58	Installation Track.....	105	Stop Chains.....	141
Corr. Iron Fasteners.....	56	L.		Stucco Lath.....	77 & 78
Corr. Iron Safe Loads.....	57	Litter Carriers.....	146 to 149	Supply Tanks.....	143
Corrugated Tables.....	63	M.		Supporting Columns.....	145
Council Standard Sheets.....	59	Manger Divisions.....	117	Swing Fronts.....	164
Cow Stalls.....	120 to 132	Mangers.....	157, 160 & 167	Swing Pole.....	152 to 154
Cross Chain Ties.....	129	Manger Templets.....	118	Switches.....	150
Cross Corrugated Iron.....	57	Maternity Pen.....	133	T.	
Culverts.....	79	Measurements, Buildings.....	64	T. Hinges.....	114
Curved Corrugated Iron.....	57	Metal Lath.....	77 & 78	Track & Fixtures.....	98-99
Cut-Out Forms.....	118	N.		Track Opener.....	151
D.		Nails.....	58	Tree Protectors.....	80
Dairy Barn Fittings.....	118	Neck Straps.....	129	Trolleys.....	149
Drain Trap Covers.....	167	Nu-Roof.....	51	U.	
E.		Nu-Roof Tables.....	63 & 64	Universal Metal Lath.....	77 & 78
Eave Trough.....	65	Nu-Roof Trimmings.....	52	V.	
Estimating Tables--		O.		Vents.....	62 & 115
Corrugated Iron.....	63	Oat Bowls.....	157 & 159	W.	
Nu-Roof.....	64	Oshawa Shingles.....	47	Wall Intake Vent.....	115
Pedlarib.....	64	P.		Water Bowls.....	142 to 144
Rafters.....	59	Paint.....	60	Water Pipe.....	128
Steel Shingles.....	49	Pedlarib.....	53	Water Tanks.....	143
F.		Pedlarib Tables.....	63 & 64	Well Curbing.....	79
Feed Carriers.....	146 & 155	Pedlarib Trimmings.....	54	Window Shields.....	115
				Y.	
				Yard Supports.....	151 & 152



The Big "GEORGE" Shingle

Model No. 661

The Ideal Roofing for Barns, Rinks, Fair Buildings, Warehouses, Schools and Churches.

This is the largest Steel Shingle on the market, being 24 in. square. It is made from the best quality of steel available. "Queen's Head" Galvanized Copper Bearing sheets and weighs approximately 12 lbs. more to the square than any similar Shingle.

The George Shingle is designed for roofing large buildings and can be laid more quickly than any other Shingle. It has a concealed nailing flange entirely protected from the weather and has self draining side locks.

Locks tight on all four sides.

Shipping Weight—98 lbs.

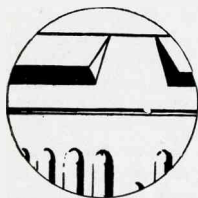
Trade Mark
—QUEEN'S HEAD—
Canadian Made

This Trade Mark appears on every Shingle for your protection.

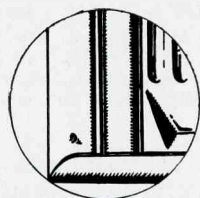


Special Features of the "GEORGE" Shingle

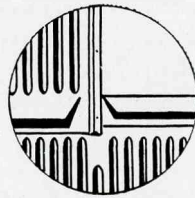
1. The "George" Shingle is heavier than any other Steel Shingle on the market, approximately 12 lbs. more to the square.
2. The "George" Shingle is the largest 4 lock Shingle made. There are only 25 shingles to the square, which reduces the labor cost in applying.
3. The "George" Shingle is made in $\frac{1}{4}$, $\frac{1}{2}$ and $\frac{3}{4}$ lengths, thereby eliminating unnecessary waste in cutting at ridges and hips.
4. The "George" Shingle has concealed nailing flanges. All nails are covered and not exposed to the weather.
5. The "George" Shingle is rainproof. It locks on all 4 sides and the self-draining side locks shut out driving rain and snow.
6. The "George" Shingle is windproof. When properly applied and locked, the wind cannot get underneath to loosen the shingles.
7. The "George" Shingle is lightning-proof when properly grounded according to the Fire Marshall's regulations.



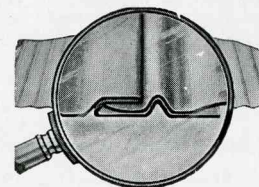
A centre section of the top edge of Shingle. Note the horizontal fold which fits into the bottom lock of the Shingle placed above it.



This shows the under side of the bottom lock which hooks on to the fold shown in the illustration to the left.



This shows the method of starting the second row of Shingles. Note how each Shingle laps one-half over those in the row below.



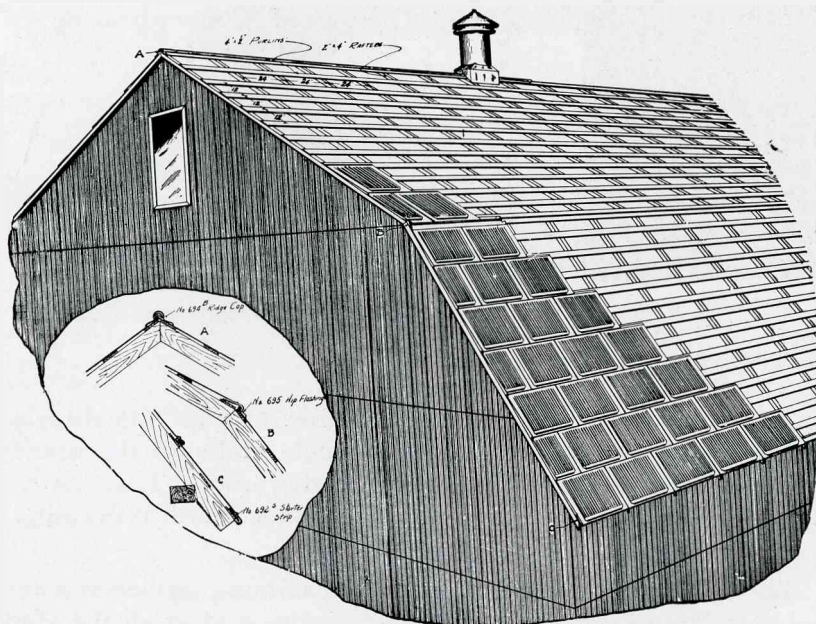
Side Lock and Gutter under the magnifying glass. This feature takes care of expansion and contraction due to changing temperatures, yet makes a joint so snug that it prevents wind, snow or rain from entering the laps or joints.

Method of Applying "GEORGE" and "OSHAWA" Steel Shingles to Open Framework.

For "George" Shingles use
1" x 4" purlins spaced at
12" centres across 2" x 4"
rafters.

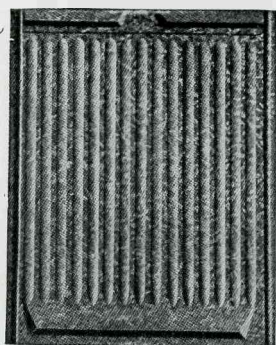
For "Oshawa" Shingles space
1" x 4" purlins at 10" centres
across rafters.

Section of
Roof showing
method of
finishing at
Ridge, Hip and Eave.



1. Lay valleys first. Nail through the extreme outside edge of the valley flashing. Fit valleys closely into position on the roof. Cut shingle one inch outside line of lock fold on valley flashing, bend the edge under and lock into the valley flashing.
2. After valleys, if any are laid, start laying shingle at extreme left corner of roof. First lay a flat starter strip 4 in. wide, coming 1 in. outside the edge of the sheathing board. Nail every four inches. Hook shingles into the eave-strip of metal. Allow shingle to project 1 in. over gable. Bend over and nail to fascia board. Nail the shingles through the flange on the right, being careful not to dent or close the water-channel.
3. Set the second and succeeding shingles by inserting the left side of the shingle into the sidelock and gutter. Line up the top evenly with the top of the first shingle and nail down through the right flange.
4. Start the second course with half a sheet at the left, to break joints with the first course.
5. Lay subsequent courses in the same manner to the hip or ridge.
6. At ridges, lay shingle on one side past the ridge about one inch. On the other side, lay shingles past the ridge, and trim with a 1 in. margin. Fold this course over, and nail down. Now nail ridge wood filler on ridge, and over this apply ridge roll, nailing it alternatively on each side, at a slant to the wood filler, and on the apron with 1 1/2 in. lead head nails.
7. At hips, trim course of shingle 2 in. above the angle line of the hip. Over this apply hip flashing, with the flat flange uppermost, nailing this flange every four inches at the extreme upper side. Shingle roof above hip by locking the lower turned fold of shingle into the projection of hip flashing. Do not bend down or change the natural shape of the projection of the hip flashing.

The "OSHAWA" Galvanized Steel Shingles



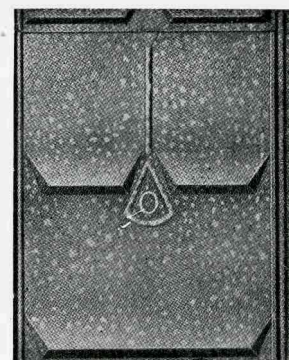
Model No. 660 B

are manufactured from
"Queen's Head"
Galvanized Copper-Bearing
Steel Sheets

in

Two very attractive designs
Suitable for

*Implement Sheds, Garages,
Houses or any Building where
a durable Roof is required.
Shipping Weight—86 lbs.*



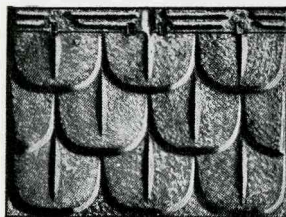
Model No. 660 A

The "Oshawa" Shingle is made in size 16" x 20" (45 shingles cover 100 sq. ft.). This shingle while smaller in size than the "George" shingle, embodies the same construction, featuring the 4 locks which are self-draining and absolutely weatherproof. The side locks are designed to allow proper ventilation to the roof sheathing, thus preserving it and preventing the roof from sweating.

The "Oshawa" Shingle affords the maximum service at a very reasonable price and provides the necessary protection to buildings and crops against all the elements.

The "Oshawa" Shingle is made in $\frac{1}{4}$, $\frac{1}{2}$ and $\frac{3}{4}$ lengths to avoid unnecessary waste in cutting at the ridges and hips.

All Pedlar Steel Shingles are Lightning-Proof when grounded in accordance with the Fire Marshall's regulations.



Model No. 665 E

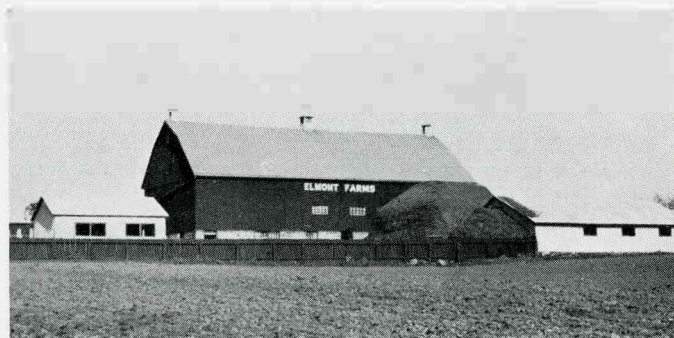
The "Pedlar" Steel Shingle

This shingle was the original steel shingle manufactured in Canada.

Each shingle is $15\frac{1}{4}$ " x $22\frac{7}{8}$ " (43 shingles cover 100 sq. ft.). Shipping weight, 86 lbs.

The "Pedlar" Steel Shingle has a very pleasing design, and is an ideal roofing for all types of buildings.

*Lower Insurance Rates Are
Effective when your Buildings
Are Covered with PEDLAR'S
STEEL SHINGLES.*

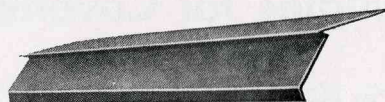


Trimming For Galvanized Steel Shingles



No. 694B—10" Girth
RIDGE CAP

Supplied with or without Wood Filler.
Standard lengths of 8 ft. and 10 ft.
Used with Steel, Wood, or Asphalt Shingles.
Shipping Weight—65 lbs. per 100 feet.



No. 695—10" Girth
HIP FLASHING

For use with all Steel Shingles.
Shipping Weight—65 lbs. per 100 Feet.



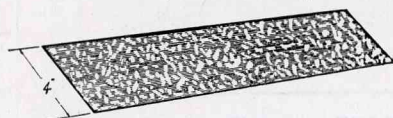
No. 696—VALLEY IRON
Made in 15", 24" and 30" Girths.
For use with all types of Galvanized Steel
Shingles.

Shipping Weight per 100 Feet—
15" 85 lbs., 24" 140 lbs., 30" 170 lbs.



No. 697—4" Girth
GABLE BEAD

Adds to appearance of building and
prevents dripping at Gable Ends.
Standard Lengths of 4 feet.
Shipping Weight—20 lbs. per 100 Feet.



No. 692S, 4" Wide STAR
Per 100 Sq. Ft.

Shipping Weight—27 Inches 76 lbs.
26 Gauge 27 Inches 88 lbs.

Necessary Cleats Included.

... absolutely storm-proof when
high, and allow for expansion and con-
traction.

No solder required. Nails are used as indicated
below.

DIRECTIONS FOR LAYING

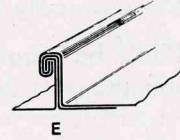
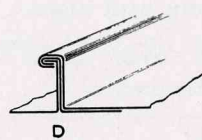
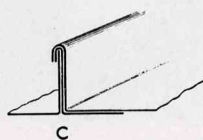
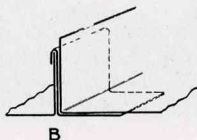
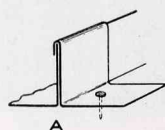
Turn the outside edge of the first strip you lay down over the edge of the roof one inch and nail. If between fire walls, turn up edge 6 inches against the side wall and flash.

Turn the inside edge up 1 1/4 inches (Fig. 1), using tongs, then anchor it by nailing cleats spaced 12" apart (Fig. A). Drive the nails close to the edge of the roofing.

Turn up the edge of the next sheet 1 1/2 inches (Fig. 1) and lay it close to the 1 1/4 inch edge of the first sheet already anchored with the cleat (Fig. B).

Fold the 1/4 inch projection over the 1 1/4 inch flange and cleat (Fig. C) with double seamer.

Now reverse seamer and turn both edges down over the 1 inch side of seamer (Fig. D). Complete the fold as shown (Fig. E).



When ordering, give exact measurements of roof and indicate which way water is to drain. If walls project up past roof, be sure to indicate on your sketch.

Method of Estimating Number of Squares of "OSHAWA" Shingles for Covering Roof of Any Given Size

TABLE ON THE RIGHT

Showing number of rows of "Oshawa"
Shingles required to cover the different
lengths of Ridge.

Oshawa Shingles are made in two
designs (see Page 47).

Full size of Shingle 16" wide x 20"
deep. (45 shingles cover 100 sq. ft.)

Also made in lengths of 5", 10"
and 15" to save waste in cutting.

Ridge in Feet	Rows of Shin- gles	Ridge in Feet	Rows of Shin- gles	Ridge in Feet	Rows of Shin- gles	Ridge in Feet	Rows of Shin- gles	Ridge in Feet	Rows of Shin- gles
5	4	25½	20	46	35	66½	50	86½	65
5½	5	26	20	46½	35	67	51	87	66
6	5	26½	20	47	36	67½	51	87½	66
6½	5	27	21	47½	36	68	51	88	66
7	6	27½	21	48	36	68½	52	88½	67
7½	6	28	21	48½	37	69	52	89	67
8	6	28½	22	49	37	69½	53	89½	68
8½	7	29	22	49½	38	70	53	90	68
9	7	29½	23	50	38	70½	53	90½	68
9½	8	30	23	50½	38	71	54	91	69
10	8	30½	23	51	39	71½	54	91½	69
10½	8	31	24	51½	39	72	54	92	69
11	9	31½	24	52	39	72½	55	92½	70
11½	9	32	24	52½	40	73	55	93	70
12	9	32½	25	53	40	73½	56	93½	71
12½	10	33	25	53½	41	74	56	94	71
13	10	33½	26	54	41	74½	56	94½	71
13½	11	34	26	54½	41	75	57	95	72
14	11	34½	26	55	42	75½	57	95½	72
		35	27	55½	42	76	57	96	72
		35½	27	56	42	76½	58	96½	73
		36	27	56½	43	77	58	97	73
						77½	59	97½	74
						78	59	98	74
								98½	74
									75

While smaller in size than the
which are self-draining and absolutely weat.
ventilation to the roof sheathing, thus preserving it and prevent.

The "Oshawa" Shingle affords the maximum service at a very reasonable price and provides
the necessary protection to buildings and crops against all the elements.

The "Oshawa" Shingle is made in ¼, ½ and ¾ lengths to avoid unnecessary waste in cutting
at the ridges and hips.

All Pedlar Steel Shingles are Lightning-Proof when grounded in accordance with the Fire
Marshall's regulations.



Model No. 665 E

The "Pedlar" Steel Shingle

This shingle was the original steel shingle manufactured in Canada.

Each shingle is 15¼" x 22⅛" (43 shingles cover 100 sq. ft.). Shipping
weight, 86 lbs.

The "Pedlar" Steel Shingle has a very
pleasing design, and is an ideal roofing for
all types of buildings.

Lower Insurance Rates Are
Effective when your Buildings
Are Covered with PEDLAR'S
STEEL SHINGLES.



Pedlar's Standing Seam Roofing

For Flat Roof Decks

This is a very satisfactory type of Galvanized Roofing for flat roofs or where the pitch of the roof is very slight.

Ideal for stores, verandahs or any building with a flat deck.

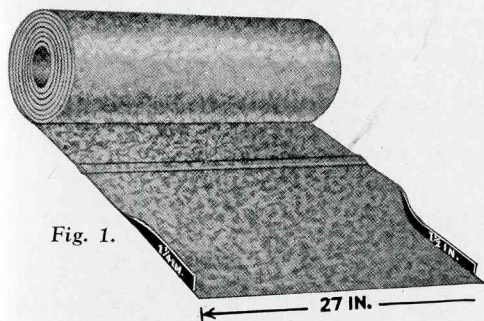


Fig. 1.

	Covering Width	Shipping Weight Per 100 Sq. Ft.
28 Gauge	27 Inches	76 lbs.
26 Gauge	27 Inches	88 lbs.
Necessary Cleats Included.		

Standing Seam Roofing is supplied in rolls 29 $\frac{3}{4}$ inches in width and in any length to suit the roof, eliminating the necessity of making cross joints on the job.

Side Joints are made by folding the sheets (see diagrams below) using special tools, which we supply when requested.

These tools are charged for and we allow full credit when they are returned in good condition.

The Side Joints are absolutely storm-proof when finished 1" high, and allow for expansion and contraction.

No solder required. Nails are used as indicated below.

DIRECTIONS FOR LAYING

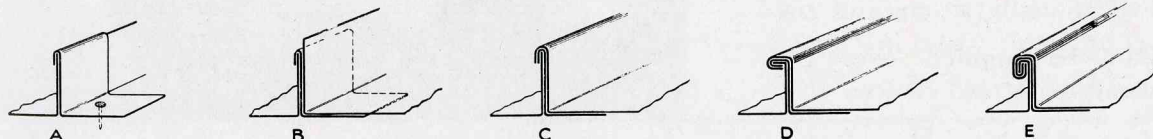
Turn the outside edge of the first strip you lay down over the edge of the roof one inch and nail. If between fire walls, turn up edge 6 inches against the side wall and flash.

Turn the inside edge up 1 $\frac{1}{4}$ inches (Fig. 1), using tongs, then anchor it by nailing cleats spaced 12" apart (Fig. A). Drive the nails close to the edge of the roofing.

Turn up the edge of the next sheet 1 $\frac{1}{2}$ inches (Fig. 1) and lay it close to the 1 $\frac{1}{4}$ inch edge of the first sheet already anchored with the cleat (Fig. B).

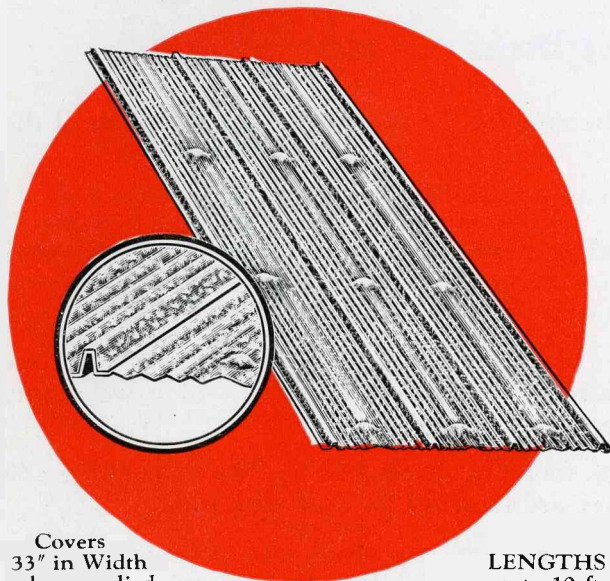
Fold the $\frac{1}{4}$ inch projection over the 1 $\frac{1}{4}$ inch flange and cleat (Fig. C) with double seamer.

Now reverse seamer and turn both edges down over the 1 inch side of seamer (Fig. D). Complete the fold as shown (Fig. E).



When ordering, give exact measurements of roof and indicate which way water is to drain. If walls project up past roof, be sure to indicate on your sketch.

The Outstanding Style Leader in Metal Roofing!



Covers
33" in Width
when applied.

LENGTHS
up to 10 ft.

Nu-Roof is the biggest selling Roofing and Siding in Canada . . . Why?

Because it gives the maximum protection to your buildings for the least money.

Nu-Roof

With The  Nailing Base

for proper nailing between the ribs
STRONG - DURABLE - ATTRACTIVE

Nothing has been sacrificed in making Nu-Roof the finest type of steel roofing available today—

and

Costing the Farmer less money for a complete job than any similar material on the market.

Suitable for Barns, Rinks, Warehouses, Implement Sheds and Residences.

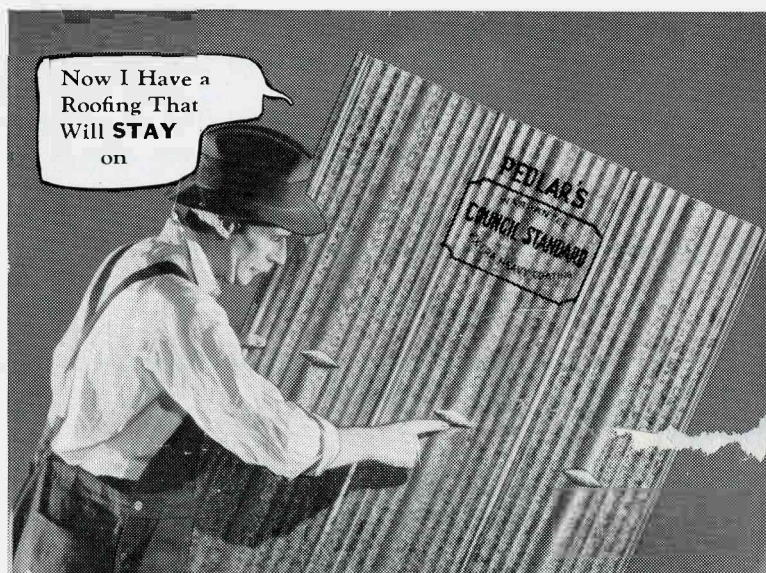
Nu-Roof is made in both
"COUNCIL STANDARD"
and
ORDINARY BRAND

THE MOST ECONOMICAL ROOFING & SIDING YOU CAN BUY

Beautifully Designed and Manufactured with Exacting Care.

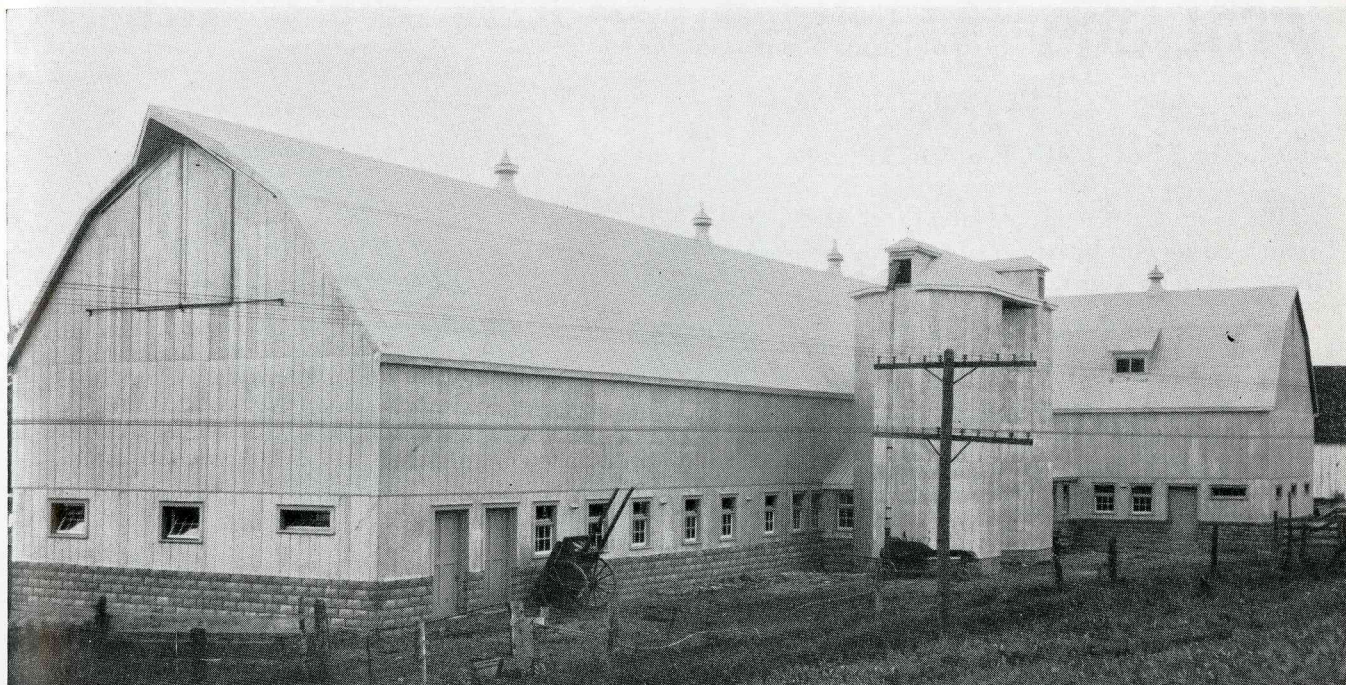
Nu-Roof Features!

1. Can be used for both Roofing and Siding.
2. Special Diamond Nailing Base for nailing between the ribs.
3. Covering width 33" when applied.
4. Weather-Tight Joints.
5. Quickly applied with less labor cost.
6. Exceptionally strong and rigid.
7. Can be applied over open sheathing at 24" centres.



No. 500 J 28 Gauge
No. 500 K 26 Gauge
No. 500 Council Standard

Shipping Weight 69 lbs. per 100 sq. ft.
Shipping Weight 80 lbs. per 100 sq. ft.
Shipping Weight 75 lbs. per 100 sq. ft.



Pedlar's Materials were chosen for these Modern Farm Buildings

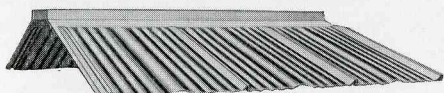
Erected by Poirier & Aubrey for The Grey Nuns, Hurdman's Bridge.

Nu-Roof Siding on Barn and Silos
Majestic Vents

— Pedlarib Roofing
Barn Door Track.

Nu-Roof

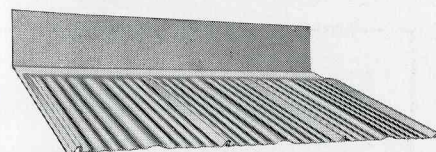
TRIMMINGS



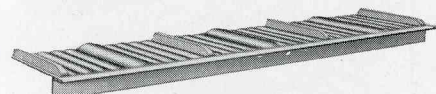
NU-ROOF RIDGE CAP
Made in 2 pieces, no wood filler required.



NU-ROOF HIP FLASHING



NU-ROOF END WALL FLASHING



NU-ROOF EAVE STARTER

Cat. No.	Trim.	Girth	Apron	Shipping Weight Per 100 Lin. Ft.
502A	Ridge	18"	6" each side	115 lbs.
B		24"	9" each side	153 lbs.
C		30"	12" each side	197 lbs.
503A	Hip	12"	6" above 6" below	82 lbs.
B		15"	6" above 9" below	100 lbs.
C		18"	6" above 12" below	135 lbs.
504A	End Wall	9"	4" wall 5" roof	62 lbs.
B		12"	6" wall 6" roof	80 lbs.
C		15"	6" wall 9" roof	101 lbs.
501	Eave Starter	9"	6" on roof	60 lbs.

Nu-Roof can be curved at eaves for Bell-Shaped Roofs at a slight extra cost.

If Your Dealer Cannot Supply You, Order Direct From Our Company.

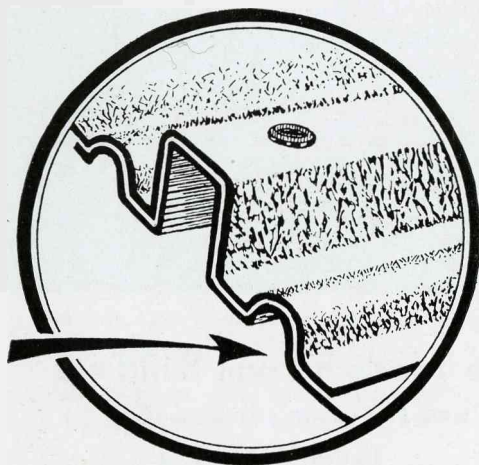
PEDLARIB The Storm-Proof Roof

Also Used for SIDING.

Absolutely LEAK-PROOF at all Joints.

This is an extra strong Galvanized Roofing because of its combination of large flat-topped ribs—6 to each sheet.

Rigid and Uniform.



Note the storm-proof joint
—Triple Protection—



COVERS
30" in Width
when applied.

LENGTHS
up to 10 ft.

No. 70J 28 Gauge. Ship. Wt. 69 lbs., 100 sq. ft.

No. 70K 26 Gauge. Ship. Wt. 80 lbs., 100 sq. ft.

No. 70 Council Standard

Ship. Wt. 75 lbs., 100 sq. ft.

PEDLARIB can be nailed effectively between the ribs through the top of the corrugations.



The Best Designed
Roofing and Siding.

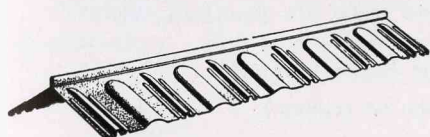
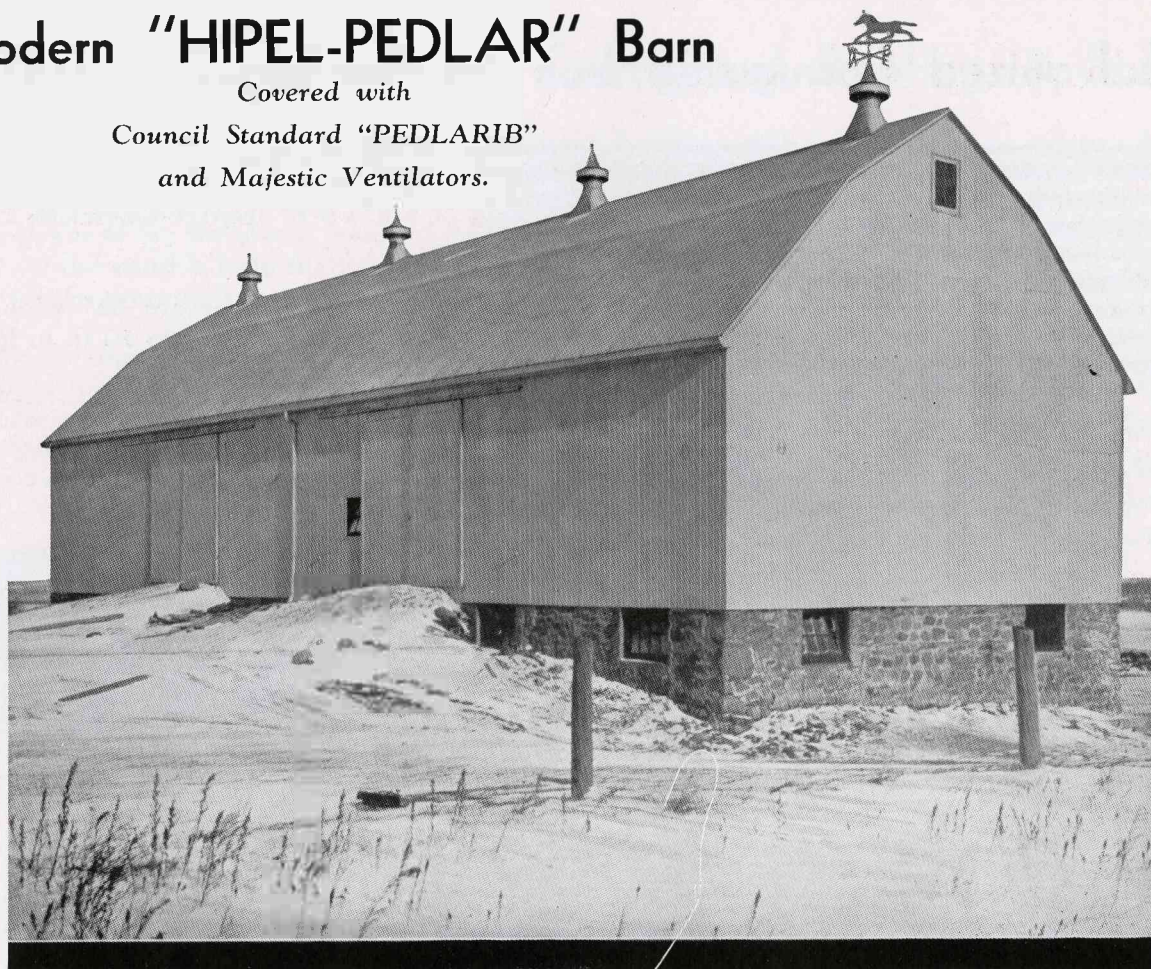
Made in both
“Council Standard”
and
Ordinary Brand

Instructions FOR NAILING

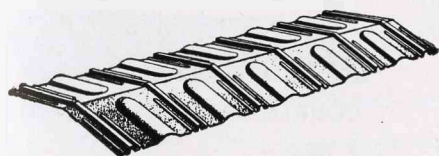
1. Nail first through the top of the outside ribs.
2. Then nail through the top of intermediate ribs.
3. Finally, nail through top of corrugations along the eaves and at end laps.

Modern "HIPEL-PEDLAR" Barn

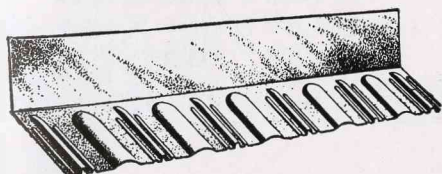
Covered with
Council Standard "PEDLARIB"
and Majestic Ventilators.



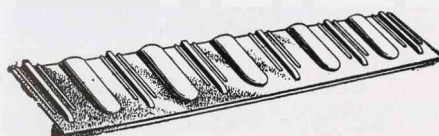
PEDLARIB RIDGE CAP
(Made in 2 Pieces)



PEDLARIB HIP FLASHING



PEDLARIB END WALL FLASHING



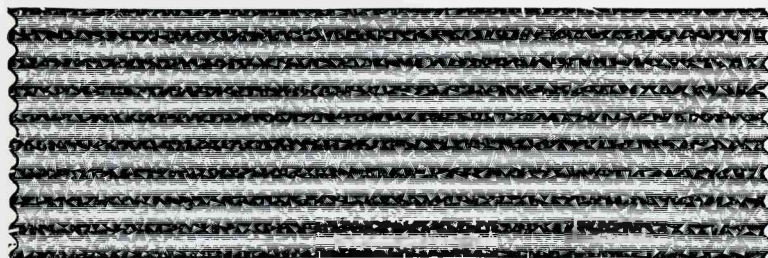
PEDLARIB EAVE STARTER

PEDLARIB Trimmings

Cat. No.	Trim	Girth	Apron	Ship. Weight Per 100 Lin. Ft.
72A	Ridge	18"	6" each side	117 lbs.
B		24"	9"	170
C		30"	12"	216
73A	Hip	12"	6" above 6" below	85 lbs.
B		15"	6" 9"	112
C		18"	6" 12"	135
74A	End Wall	9"	4" wall 5" roof	64 lbs.
B		12"	6" 6"	85
C		15"	6" 9"	108
71	Eave Starter	9"	6" on roof	62 lbs.

PEDLARIB can be curved at Eaves for
Bell-Shaped Roofs at no extra cost.

Galvanized Corrugated Iron for Roofing and Siding



2½ Inch Corrugation (approximately 2 5/8" x 5/8" deep) commercially known as 2½".

Standard Sheets are 33" wide after Corrugating and up to 10 ft. in length.

For Roofing, the Sheets should be lapped 1½ corrugations (Fig. A, Page 56) and they will cover 29 inches.

For Siding, the Sheets should be lapped 1 corrugation (Fig. B, Page 56) and they will cover 31 inches.

We curve corrugated Sheets for Roofing at a slight extra cost over regular list prices.

Corrugated Iron is a very strong, rigid sheet of galvanized steel, and will impart Strength and Rigidity to any structure. It can be used on either Wood or Steel Framework with or without close sheathing.

To make a tight, weather-proof job, every corrugation must be perfect and uniform and to insure this, we corrugate our sheets on a 38,000 lb. press, one corrugation at a time.

In Selling Corrugated Sheets, No Allowance is Made for Laps.

No. 742J—28 B.W. Gauge.
(Shipping Weight—69 lbs.)
Per 100 Sq. Ft.

No. 742K—26 B.W. Gauge
(Shipping Weight—80 lbs.)
Per 100 Sq. Ft.

No. 742—Council Standard.
(Shipping Weight—75 lbs.)
Per 100 Sq. Ft.

(Above Weights are based on 36" Widths (Size of Sheet before forming)

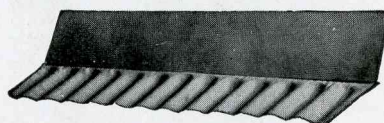
(We can also supply heavier Gauges—Full information on request.)



CORRUGATED RIDGE CAP

	Lbs. 100 Ft.
No. 785B 18" Girth 6" Apron	125
24" Girth 9" Apron	165
30" Girth 12" Apron	207
36" Girth 15" Apron	258
42" Girth 18" Apron	300

CORRUGATED IRON TRIMMINGS



CORRUGATED END WALL FLASHING

No. 786B—	Lbs.
9" Girth 5" Roof 4" Wall	66
12" Girth 6" Roof 6" Wall	87
15" Girth 9" Roof 6" Wall	105



CORRUGATED HIP FLASHING

No. 788B—	Lbs.
12" Girth 6" above 6" below	94
15" Girth 6" above 9" below	126
18" Girth 6" above 12" below	147
21" Girth 6" above 15" below	157
24" Girth 6" above 18" below	167



CORRUGATED SIDE WALL FLASHING

No. 787B—	Lbs. 100 Ft.
12" Girth 6" Roof 6" Wall	94
15" Girth 8½" Roof 6½" Wall	126



CORRUGATED EAVE STARTER

No. 783B—9" Girth, 6" on Roof, 63 Lbs.

Directions For Applying Corrugated Roofing & Siding

Corrugated Sheets can be applied over open sheathing with purlins at 24 in. centres, for 28 gauge and Council Standard sheets. Heavier gauges can be applied over purlins at wider centres.

Begin to lay the sheets from the end of the building opposite to which the prevailing winds blow. If the wind is from the left end, start laying the sheets at the right. This is done so that the wind will be prevented from driving under the side laps.

We recommend 4 in. to 6 in. end laps, varying according to the pitch of the roof for all roofing, and $1\frac{1}{2}$ corrugations side lap (Fig. A). Nail through the top of the corrugations only with $1\frac{3}{4}$ " Lead Head Galvanized Nails.

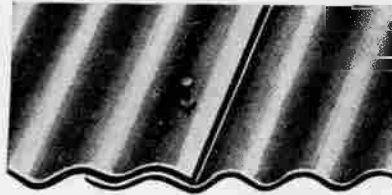


Fig. A.
Showing proper lap for roofing.

Right edge of top sheet curves down.



For siding, sheets should be lapped one corrugation on the sides and one inch on the end laps (Fig. 13). Nail along the upper side of the corrugations with $1\frac{1}{2}$ " Galvanized Nails.

< Fig. B.—Showing proper lap for Siding.

DIRECTIONS FOR APPLYING GALVANIZED CORRUGATED IRON ON STRUCTURAL STEEL FRAMEWORK

Various methods are used for applying sheets on steel framework. Special clips can be made to specification. Below are those generally used.

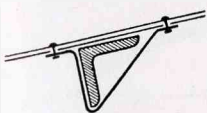


Fig. 1

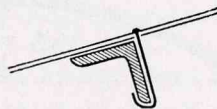


Fig. 2

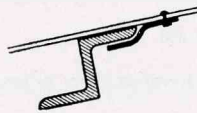


Fig. 3

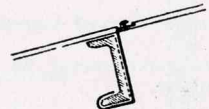


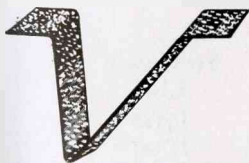
Fig. 4

Fig. 1—Steel Strap Cleat rivetted at each end.

Fig. 2—Clinch Nail driven through sheet and bent around angle iron.

Fig. 3—"Z" Clip rivetted to sheet and binding against angle iron.

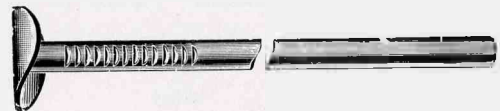
Fig. 4—Strap Iron Cleat rivetted to sheet, and bent around channel.



Wrapping Clip as used in Fig. 1.



Z-Clip as rivetted to corrugated sheet for use on angle iron or Z-bar substructure.



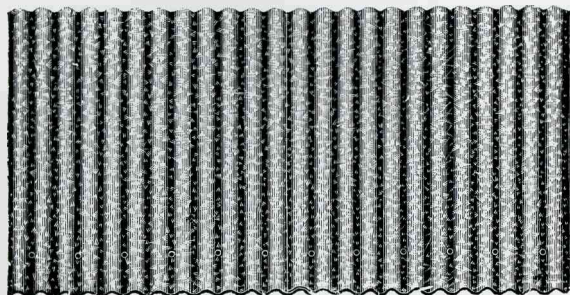
No. 803

Special Galvanized Roofing Nail for attaching Corrugated Iron to Steel Superstructure, supplied in 6", 8", 10", 12", 14" and 16" lengths.

Special formed Wrapping Clips supplied in sizes according to specification.

Pedlar's Cross Corrugated Sheets

For Grain Elevators, Mills and High Buildings



2 1/2" CORRUGATIONS AND 36" WIDE.

ECONOMICAL — DURABLE — FIREPROOF

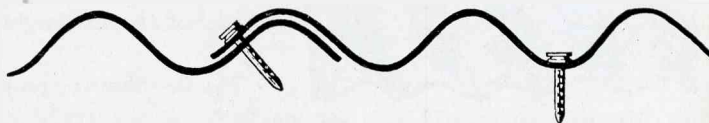
For use on elevators and other high structures where there is a tendency towards settling. Some of the largest elevators in Canada have been sided with Pedlar's Cross Corrugated Sheets. They are cheap and efficient.

HOW TO APPLY CROSS CORRUGATED SHEETS

Usually a base board 6 to 12 inches wide, partially covered with plain sheets with a flange of 2 inches to go up and under the corrugated sheets is used to keep the sheets a few inches from the ground.

How to Nail Cross Corrugated Siding.

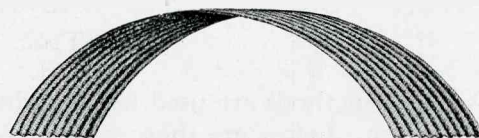
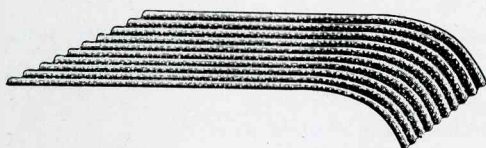
Lay the sheets with a 2 inch end lap, and nail two inches above the upper edge of the lower sheets. This allows the sheets to slip 2 inches in every 32 as the sides of the building settle, and will not buckle or draw the nails.



CURVED CORRUGATED SHEETS

Single or Double Curved Corrugated Sheets for Awnings.

Curved Sheets for Barn Roofs, Rinks or Bridge Floors made to any radius.



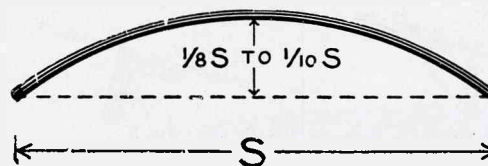
We can supply any weight in all the various gauges.

Single Curved Corrugated Sheet for Awnings.

We recommend 24 Gauge or heavier for permanent Awnings.

Prices quoted on receipt of sketch giving measurements.

Sheets can also be curved at both ends.

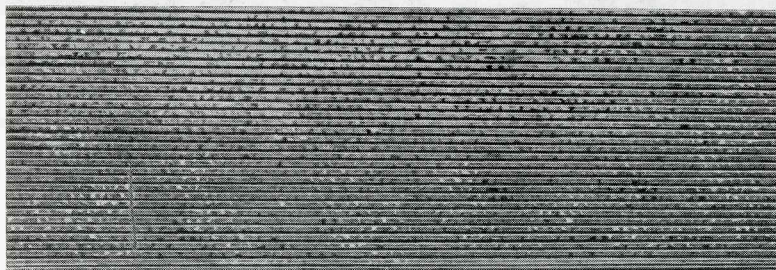


Always state width of span or base, "S" and height of rise for curved sheets.

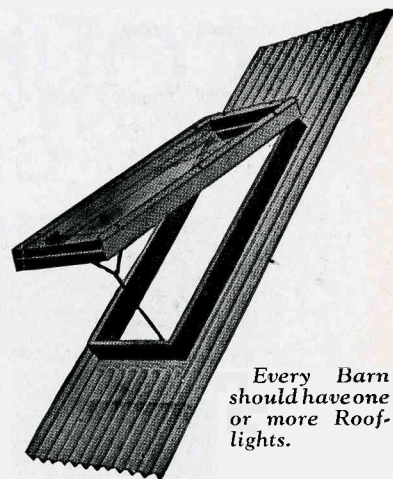
Safe load in pounds per square foot evenly distributed, including, weight of sheet, for corrugated steel sheets. Factor of safety five.

Span in Feet	24 Gauge Lbs.	22 Gauge Lbs.	20 Gauge Lbs.	18 Gauge Lbs.	16 Gauge Lbs.
2	600	780	1000	1200	1700
3	360	480	600	750	1000
4	200	270	340	420	550
5	120	170	215	270	350
6	90	120	150	180	250
7	65	85	110	135	180
8	50	65	80	100	140
9	40	50	65	90	110

Pedlar's "One Inch" Galvanized Corrugated Sheets



*Distinctive
and
Attractive.*



This small size Corrugation lends itself to smaller buildings and makes a very rigid job.

It cannot be excelled for Garages, Implement Sheds and also Ceilings.

Made in 28 Gauge and heavier.

*Every Barn
should have one
or more Roof-
lights.*

Pedlar's Rooflight

COMBINING BOTH LIGHT AND VENTILATION

This Rooflight is made in one size 18" x 60" (Wired Glass) and is placed in a standard 6 ft. sheet of Pedlarib, Nu-Roof or Corrugated Iron.



Lead-Head
Barbed
Galvanized
Nail.

Made in
1 1/4", 1 3/4",
2", 2 1/2".

Pedlar's Lead-Head Galvanized Roofing Nails

The most satisfactory and dependable type of LEAD-HEAD NAILS made for all styles of Metal Roofing.

The sides of the Head are covered with lead which extends over the head, and seals the hole when the nail is driven through the sheet.

The Drive-Screw Lead-Head Nail allows the nail to make over a complete turn when driven, or 25% more than the ordinary lead-headed nail, and will hold 20% better. The end of nail is sharp pointed to permit easier driving and assures maximum turning effect.



Lead-Head

DRIVE-SCREW
GALVANIZED

Nail.

Made in
1 1/2" and 1 3/4".

1 1/4 lbs. of 1 3/4" Lead-Head Nails will apply 100 sq. ft. Metal Roofing.

1 3/4 lbs. of 2 1/2" Lead-Head Nails will apply 100 sq. ft. Metal Roofing over Wood Shingles.

1 lb. of 1 1/4" Galv. Nails will apply 100 sq. ft. Metal Siding.

1 lb. of 1" Galv. Nails will apply 100 sq. ft. Steel Shingles.

3/4 lb. of 1" Galv. Nails will apply 100 sq. ft. Pressed Steel Siding.

Specially produced for better Roofing and Siding

COUNCIL STANDARD GALVANIZED SHEETS

Every Sheet Branded

This Trade Mark
Stencilled
on every Sheet
is for your
PROTECTION!



This Trade Mark
Stencilled
on every Sheet
assures you of
MAXIMUM SERVICE!

Look for the "Council Standard" Trade Mark on every Sheet.

—ACCEPT NO SUBSTITUTE—

We recommend "Council Standard" Roofings and Sidings because they are without exception, the best quality Roofing and Siding Sheets money can buy.

We have been manufacturing and selling "COUNCIL STANDARD" Roofings since 1924 and there is no better test than this—12 years actual service under all weather conditions without any upkeep cost.

"COUNCIL STANDARD" sheets will give you the maximum of service at a very reasonable price, and at only a slight extra cost over ordinary Galvanized Sheets. Consider this point carefully before you buy your next Roof.

"COUNCIL STANDARD" Sheets have a uniform extra heavy coating of Zinc which means longer life for the Roof and every shipment is subjected to a "Triple Spot Test" and must conform to rigid specifications before the Sheets are accepted by us for manufacturing Roofings.

The purchase of Pedlar's "COUNCIL STANDARD" Roofing is a permanent investment. It gives you Maximum Protection for your crops and buildings at a moderate cost.

ROOF ELEVATION

The length of Rafters for the most common "pitches" can be found from the following table.

By "pitch" is meant the relation which the height from the plate to the ridge bears to the span or width of building.

If $\frac{1}{4}$ pitch, multiply span by .559 or $\frac{7}{12}$ nearly.
If $\frac{1}{3}$ pitch, multiply span by .6 or $\frac{3}{5}$ nearly.
If $\frac{3}{8}$ pitch, multiply span by .625 or $\frac{5}{8}$ nearly.
If $\frac{1}{2}$ pitch, multiply span by .71 or $\frac{7}{10}$ nearly.
If $\frac{5}{8}$ pitch, multiply span by .8 or $\frac{4}{5}$ nearly.
If full pitch, multiply span by 1.12 or $1\frac{1}{8}$ nearly.

To length thus obtained must be added amount of projections of rafters at the eaves.

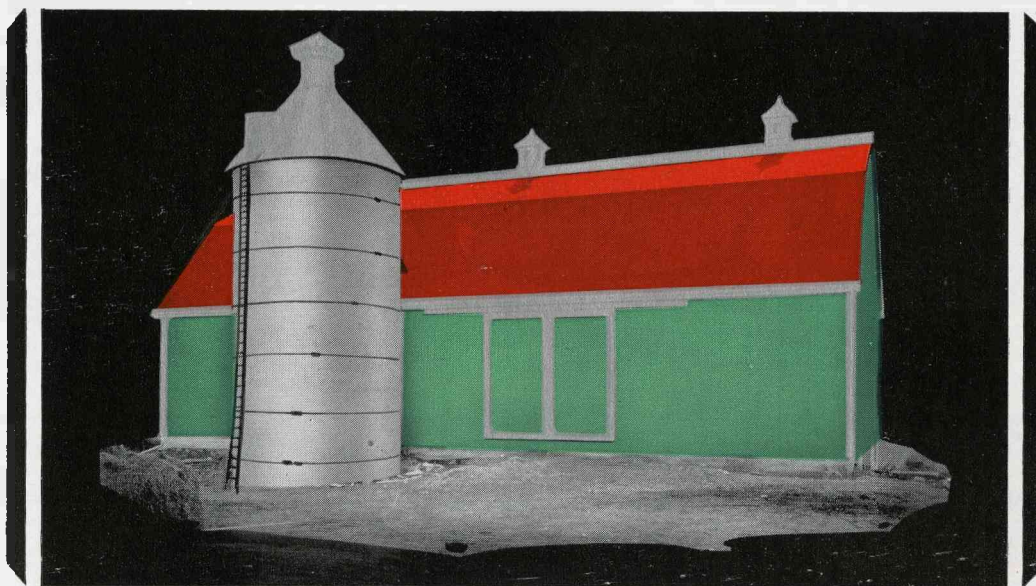
As rafters must be bought in even lengths, a few inches more or less on their length will make a difference to the pitch so slight that it cannot be detected by the eye.

Example.—To determine the length of rafters for a roof constructed one-half pitch, with a span of 24 feet— $24 \times .71 = 17.04$; or practically 17 feet. A projection of one foot for eaves makes the length to be purchased 18 feet.

Gables are estimated by multiplying the width by one-half the height or the height by one-half the width.

COLORTONE

METAL ROOFINGS by PEDLAR



A typical example of a "Colortone" scheme.
"Hipel-Pedlar" Barn erected on Civic Farm, Oshawa, Ont.
Pedlarib Roofing and Siding, Louvre Ventilators.



*Finished in Green, Red and Aluminum as shown above.
All Colortone Roofings are Baked Enamel Finish.*

Estimates Furnished on Request.

We can supply "Colortone" Roofing and Siding in
Pedlarib — Nu-Roof and Corrugated Iron.





**Brighten Up Your
Old Roofs With
ALUMINUM PAINT**

A high grade Aluminum Paint especially made for Steel Roofs.

A gallon will cover approximately 600 sq. ft. of roofing and 1 quart will cover 15 Cow Stalls.

◆ ◆

BARN BUILDERS who might be interested in building a "Hipel-Pedlar" Barn in their district are invited to write us for particulars. We will gladly arrange to co-operate with any Barn Builder by supplying plans and supervision by our Barn Engineer.

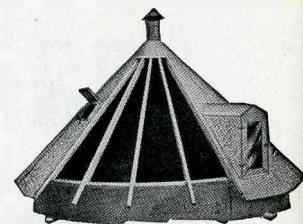
Pedlar's Galvanized Steel Silo Covers

*Make Your Silos Last Years Longer With
Pedlar's Metal-Built Silo Covers*

USE a metal covering for your silo to keep the ensilage fresh and sweet. There is nothing equal to our silo covers as a protection against fire, lightning and storm. Made in two types—single pitch or hip style, and in diameters from 10 feet up to suit outside size of silo. They are fitted with a combination door section and wired glass window to give sufficient light to interior. Ventilator and blower hole assure convenience in filling.

Pedlar's Silo Covers are made from the best quality of Heavily Galvanized Steel to insure long life and satisfaction.

Supplied with or without Wood Rafters as required.



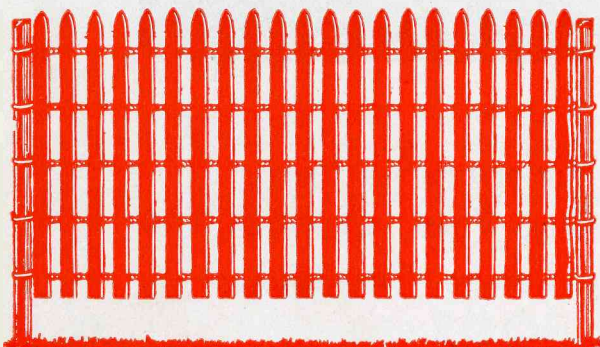
*Pedlar's "Single Pitch"
Silo Covers*



*Pedlar's "Hip Roof"
Silo Covers*

Pedlar's Snow Fence for Various Uses

EASILY ERECTED — EASILY REMOVED



Rolls of 100 Lineal Feet. Height—4 feet.
Woven between 5 cables Galvanized Wire.
Pickets spaced 2" apart.
Shipping Weight—220 lbs. per Roll.

The Ideal Fence for

*Poultry Runs — Pasture Enclosures
Temporary Silos — Driveways*

There are hundreds of uses for this special type of Fencing.

Farmers should keep a few rolls of this Fence on hand for emergencies. It will replace the more expensive Fencing and serve the purpose satisfactorily.

We also make "U" shape Posts 8 feet in length.

Write for Pamphlet — HOW TO BUILD A SILO USING SNOW FENCE

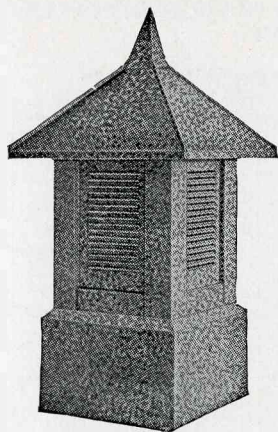
Why Feed Ensilage?

Every Dairy Farmer should know the answer, which is very simple.
To make it possible for dairy and beef cattle to produce a

-- LARGER INCOME FOR YOU --

1. You get more milk from each cow.
2. The butter fat content per gallon is greater.
3. The milk flow continues longer.
4. The cattle are healthier.
5. As feed, ensilage goes further. Seven acres of corn fed as ensilage equal 10 acres of corn fodder.

Pedlar's Metal Ventilators

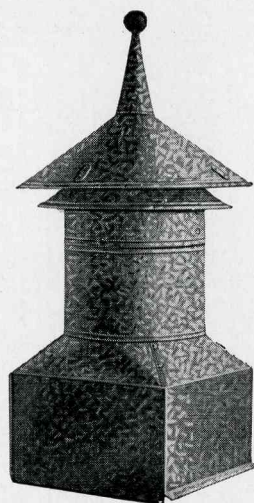


No. 215

"LOUVRE" VENT
(National)

6 1/2 ft. High, 2 1/2 ft. Square

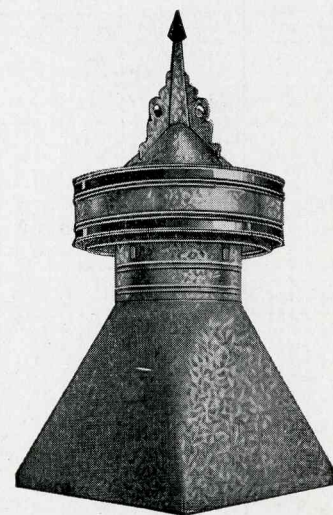
This is the only standard "Louvre" Barn Ventilator made of sheet metal on the market. It has the advantage of being more economical and of lighter construction than wood, more durable and can be applied to the building much quicker. As can be seen from the illustration, the Louvres on each side are made in one solid piece, each blade being formed at an angle to give proper ventilation. The "Louvre" is less expensive than the wood ventilator.



"VICTORY" VENT
No. 217

4 ft. High, 20 in. square, 16 in. Drum

The Pedlar "Victory" Ventilator has stood the test for many years on barns all through the country. Smaller than the "Majestic," it is 4 feet high and 20 inches square. Made of good quality heavy gauge sheets. Prices on both of these Pedlar Ventilators sent on request.



"MAJESTIC" VENT
No. 218

5 ft. 10 in. High, 32 in. Square, 18 in. Drum.

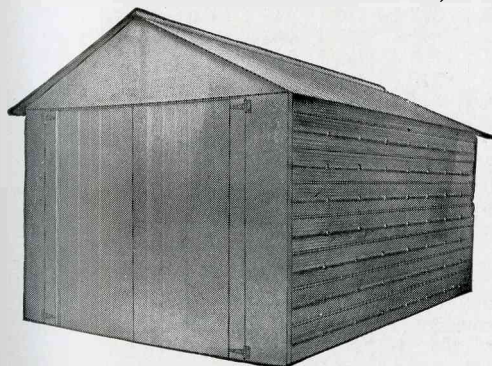
Our new "Majestic" Barn Ventilator, No. 218, is made from best quality heavy gauge sheets and is well braced. Its distinctive design adds to the appearance of the barn. Height 5 ft. 10 in., Base 32 in. square. Drum, 18 in. diameter.

PEDLAR'S "MAJESTIC" GARAGE

All Metal Covering of 28 Gauge Galvanized Nu-Roof and complete Wood Frame

2" x 4" Studding at 30" Centres. Wood Trusses Assembled to Fit.

Metal Covered Doors, 7 ft. High, and 8 ft. Wide. (Everything but the Floor).



Small Door or Window can be furnished if required at a slight extra cost over regular prices.

Blue Print makes Erection Easy and Quick.

10x16	Single	1100 lbs.	Shipping Weight.
10x18	Single	1200 lbs.	Shipping Weight.
10x20	Single	1250 lbs.	Shipping Weight.
12x16	Single	1300 lbs.	Shipping Weight.
12x18	Single	1350 lbs.	Shipping Weight.
12x20	Single	1400 lbs.	Shipping Weight.
16x16	Double	1400 lbs.	Shipping Weight.
16x18	Double	1500 lbs.	Shipping Weight.
18x18	Double	1600 lbs.	Shipping Weight.
20x20	Double	1700 lbs.	Shipping Weight.
18x24	Triple	2000 lbs.	Shipping Weight.

Buildings are shipped "knocked-down" to your nearest railway station or steamship dock.

TABLES SHOWING THE NUMBER OF CORRUGATED IRON SHEETS REQUIRED TO COVER ROOFS OF VARIOUS LENGTHS—ALSO SIDING.

For Roofing—Covering Width 29 inches.

Lgth. of Roof	No. of shts. req'd	Lgth. of Roof	No. of shts. req'd	Lgth. of Roof	No. of shts. req'd	Lgth. of Roof	No. of shts. req'd	Lgth. of Roof	No. of shts. req'd
10	4½	27	11½	49	20½	71	29½	93	38½
10½	4½	27½	11½	49½	20½	71½	29½	93½	39
11	4½	28	11½	50	21	72	30	94	39
11½	5	28½	12	50½	21	72½	30	94½	39
12	5	29	12	51	21½	73	30½	95	39½
12½	5½	29½	12½	51½	21½	73½	30½	95½	39½
13	5½	30	12½	52	21½	74	31	96	40
13½	6	30½	13	52½	22	74½	31	96½	40
14	6	31	13	53	22	75	31	97	40½
14½	6	31½	13	53½	22½	75½	31½	97½	40½
15	6½	32	13½	54	22½	76	31½	98	40½
15½	6½	32½	13½	54½	22½	76½	32	98½	41
16	7	33	14	55	23	77	32	99	41
16½	7	33½	14	55½	23	77½	32	99½	41½
17	7	34	14	56	23½	78	32½	100	41½
17½	7½	34½	14½	56½	23½	78½	32½	100½	41½
18	7½	35	14½	57	23½	79	33	101	42
18½	8	35½	15	57½	24	79½	33	101½	42
19	8	36	15	58	24	80	33½	102	42
19½	8	36½	15	58½	24½	80½	33½	102½	42
20	8½	37	15½	59	24½	81	33½	103	42
20½	8½	37½	15½	59½	25	81½	34	103½	42
21	9	38	16	60	25	82	34	104	42
21½	9	38½	16	60½	25	82½	34½	104½	42
22	9	39	16½	61	25½	83	34½	105	42
22½	9½	39½	16½	61½	25½	83½	34½	105½	42
23	9½	40	16½	62	26	84	35	106	42
23½	10	40½	17	62½	26	84½	35	106½	42
24	10	41	17	63	26	85	35½	107	42
24½	10½	41½	17½	63½	26½	85½	35½	107½	42
25	10½	42	17½	64	26½	86	35½	108	42
25½	11	42½	17½	64½	27	86½	36	108½	42
26	11	43	18	65	27	87	36	109	42
26½	11	43½	18	65½	27½	87½	36½	109½	42
.....	.....	44	18½	66	27½	88	36½	110	43
.....	.....	44½	18½	66½	27½	88½	37	110½	43
.....	.....	45	19	67	28	89	37	111	43
.....	.....	45½	19	67½	28	89½	37	111½	43
.....	.....	46	19	68	28½	90	37½	112	43
.....	.....	46½	19½	68½	28½	90½	37½	112½	43
.....	.....	47	19½	69	28½	91	38	113	43
.....	.....	47½	20	69½	29	91½	38	113½	43
.....	.....	48	20	70	29	92	38	114	43
.....	.....	48½	20	70½	29½	92½	38½	114½	43

For Siding—Covering Width 31 inches.

Width of Walls	No. of shts. req'd	Width of Walls	No. of shts. req'd	Width of Walls	No. of shts. req'd	Width of Walls	No. of shts. req'd	Width of Walls	No. of shts. req'd
10	4	31½	12½	53	20½	74½	29	96	37½
10½	4	32	12½	53½	21	75	29	96½	37½
11	4½	32½	12½	54	21	75½	29½	97	37½
11½	4½	33	13	54½	21	76	29½	97½	38
12	5	33½	13	55	21½	76½	30	98	38
12½	5	34	13½	55½	21½	77	30	98½	38½
13	5	34½	13½	56	22	77½	30	99	38½
13½	5½	35	13½	56½	22	78	30½	99½	38½
14	5½	35½	14	57	22	78½	30½	100	39
14½	6	36	14	57½	22½	79	30½	100½	39
15	6	36½	14½	58	22½	79½	31	101	39
15½	6	37	14½	58½	23	80	31	101½	39½
16	6½	37½	14½	59	23	80½	31½	102	39½
16½	6½	38	15	59½	23	81	31½	102½	40
17	6½	38½	15	60	23½	81½	32	103	40
17½	7	39	15½	60½	23½	82	32	103½	40
18	7	39½	15½	61	24	82½	32	104	40½
18½	7½	40	15½	61½	24	83	32½	104½	40½
19	7½	40½	16	62	24	83½	32½	105	41
19½	7½	41	16	62½	24½	84	32½	105½	41
20	8	41½	16	63	24½	84½	33	106	41
20½	8	42	16½	63½	24½	85	33	106½	41½
21	8	42½	16½	64	25	85½	33	107	41½
21½	8½	43	17	64½	25	86	33½	107½	42
22	8½	43½	17	65	25½	86½	33½	108	42
22½	9	44	17	65½	25½	87	34	108½	42
23	9	44½	17½	66	25½	87½	34	109	42½
23½	9	45	17½	66½	26	88	34	109½	42½
24	9½	45½	18	67	26	88½	34½	110	43
24½	9½	46	18	67½	26½	89	34½	110½	43
25	10	46½	18	68	26½	89½	35	111	43
25½	10	47	18½	68½	26½	90	35	111½	43
26	10	47½	18½	69	27	90½	35	112	43
26½	10½	48	18½	69½	27	91	35½	112½	43
27	10½	48½	19	70	27	91½	35½	113	43
27½	11	49	19	70½	27½	92	36	113½	43
28	11	49½	19½	71	27½	92½	36	114	43
28½	11	50	19½	71½	28	93	36	114½	43
29	11½	50½	19½	72	28	93½	36½	115	43
29½	11½	51	20	72½	28	94	36½	115½	43
30	12	51½	20	73	28½	94½	36½	116	43
30½	12	52	20½	73½	28½	95	37	116½	43
31	12	52½	20½	74	29	95½	37	117	43

TABLE SHOWING NUMBER OF SQUARE FEET IN VARIOUS QUANTITIES OF CORRUGATED IRON—PEDLARIB—NU-ROOF—FIGURED ON BASIS OF 36" WIDTHS

EXAMPLE—23 sheets 8 ft.—552 sq. ft. 114 sheets 10 ft.—3420 sq. ft.

No. Sheets	4'	5'	6'	7'	8'	9'	10'
1	12	15	18	21	24	27	30
2	24	30	36	42	48	54	60
3	36	45	54	63	72	81	90
4	48	60	72	84	96	108	120
5	60	75	90	105	120	135	150
6	72	90	108	126	144	162	180
7	84	105	126	147	168	189	210
8	96	120	144	168	192	216	240
9	108	135	162	189	216	243	270
10	120	150	180	210	240	270	300
11	132	165	198	231	264	297	330
12	144	180	216	252	288	324	360
13	156	195	234	273	312	351	390
14	168	210	252	294	336	378	420
15	180	225	270	315	360	405	450
16	192	240	288	336	384	432	480
17	204	255	306	357	408	459	510
18	216	270	324	378	432	486	540
19	228	285	342	399	456	513	570
20	240	300	360	420	480	540	600
21	252	315	378	441	504	567	630
22	264	330	396	462	528	594	660
23	276	345	414	483	552	621	690
24	288	360	432	504	576	648	720
25	300	375	450	525	600	675	750
26	312	390	468	546	624	702	780
27	324	405	486	567	648	729	810
28	336	420	504	588	672	756	840
29	348	435	522	609	696	783	870
30	360	450	540	630	720	810	900
31	372	465	558	651	744	837	930
32	384	480	576	672	768	864	960
33	396	495	594	693	792	891	990

No. Sheets	4'	5'	6'	7'	8'	9'	10'
34	408	510	612	714	816	918	1020
35	420	525	630	735	840	945	1050
36	432	540	648	756	864	972	1080
37	444	555	666	777	888	999	1110
38	456	570	684	798	912	1026	1140
39	468	585	702	819	936	1053	1170
40	480	600	720	840	960	1080	1200
41	492	615	738	861	984	1107	1230
42	504	630	756	882	1008	1134	1260
43	516	645	774	903	1032	1161	1290
44	528	660	792	924	1056	1188	1320
45	540	675	810	945	1080	1215	1350
46	552	690	828	966	1104	1242	1380
47	564	705	846	987	1128	1269	1410
48	576	720	864	1008	1152	1296	1440
49	588	735	882	1029	1176	1323	1470
50	600	750	900	1050	1200	1350	1500
60	720	900	1080	1260	1440	1620	1800
70	840	1050	1260	1470	1680	1890	2100
80	960	1200	1440	1680	1920	2160	2400
90	1080	1350	1620	1890	2160	2430	2700
100	1200	1500	1800	2100	2400	2700	3000

We invite inquiries from prospective builders. Free estimates given on request both for remodelling old buildings and also for new Barns.

Write us for Free Estimate and Price List on Barn and Stable Equipment.

THE PEDLAR PEOPLE LIMITED
OSHAWA, ONTARIO

TABLES SHOWING THE NUMBER OF SHEETS REQUIRED TO COVER ROOFS OF VARIOUS LENGTHS—ALSO SIDINGS

NU-ROOF

For both Roofing and Siding—Covering Width 33".

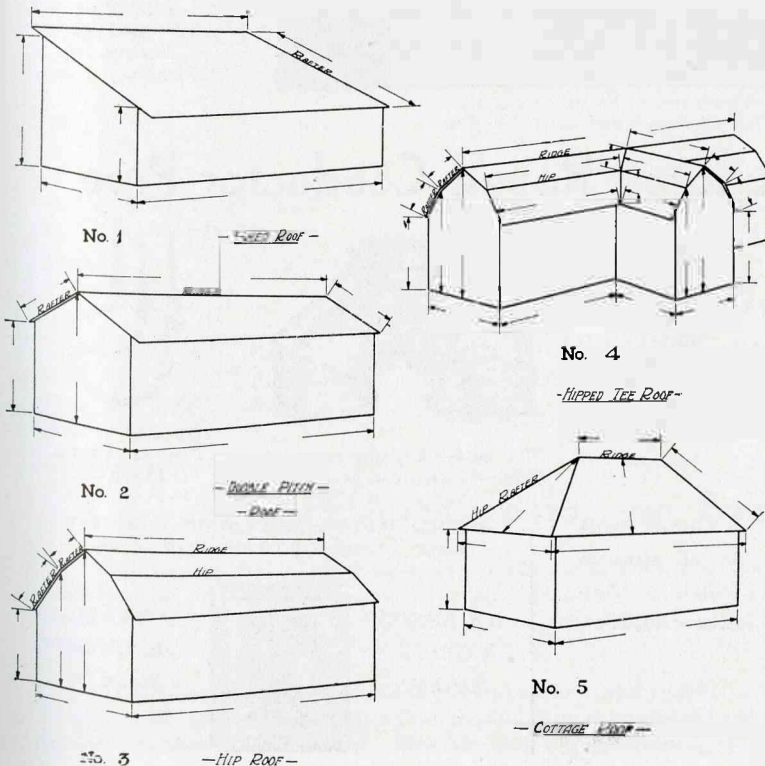
Lgth. of Roof	No. of shts. req'd	Lgth. of Roof	No. of shts. req'd	Lgth. of Roof	No. of shts. req'd	Lgth. of Roof	No. of shts. req'd	Lgth. of Roof	No. of shts. req'd
10	4	31	11½	50½	18½	68	25	84	30½
10½	4	31½	11½	51	18½	68½	25	84½	31
11	4	32	12	51½	19	69	25½	85	31
11½	4½	32½	12	52	19	69½	25½	85½	31½
12	4½	33	12½	52½	19½	70	25½	86	31½
12½	4½	33½	12½	53	19½	70½	26	86½	31½
13	5	34	12½	53½	19½	71	26	87	32
13½	5	34½	12½	54	20	71½	26	87½	32
14	5½	35	13	54½	20	72	26½	88	32
14½	5½	35½	13	55	20	72½	26½	88½	32½
15	5½	36	13½	55½	20½	73	26½	89	32½
15½	6	36½	13½	56	20½	73½	27	89½	32½
16	6	37	13½	56½	20½	74	27	90	33
16½	6	37½	14	57	21	74½	27½	90½	33
17	6½	38	14	57½	21	75	27½	91	33½
17½	6½	38½	14	58	21½	75½	27½	91½	33½
18	6½	39	14½	58½	21½	76	28	92	33½
18½	7	39½	14½	59	21½	76½	28	92½	34
19	7	40	14½	59½	22	77	28	93	34
19½	7½	40½	15	60	22	77½	28½	93½	34½
20	7½	41	15	60½	22	78	28½	94	34½
20½	7½	41½	15½	61	22½	78½	28½	94½	34½
21	8	42	15½	61½	22½	79	29	95	35
21½	8	42½	15½	62	23	79½	29	95½	35
22	8	43	16	62½	23	80	29½	96	35
22½	8½	43½	16	63	23	80½	29½	96½	35½
23	8½	44	16	63½	23½	81	29½	97	35½
23½	8½	44½	16½	64	23½	81½	30	97½	35½
24	9	45	16½	64½	23½	82	30	98	36
24½	9	45½	16½	65	24	82½	30	98½	36
25	9½	46	17	65½	24	83	30½	99	36
25½	9½	46½	17	66	24	83½	30½	99½	36½
26	9½	47	17½	66½	24½	.....	.....	100	36½
26½	10	47½	17½	67	24½	.....	.....	.....	.....
27	10	48	17½	67½	24½	.....	.....	.....	.....
27½	10	48½	18	.....	.....	.....	.....	.....	.....
28	10½	49	18	.....	.....	.....	.....	.....	.....
28½	10½	49½	18	.....	.....	.....	.....	.....	.....
29	10½	50	18½	.....	.....	.....	.....	.....	.....
29½	11	.....	.....	.....	.....	.....	.....	.....	.....
30	11	.....	.....	.....	.....	.....	.....	.....	.....
30½	11½	.....	.....	.....	.....	.....	.....	.....	.....

PEDLARIB

For both Roofing and Siding—Covering Width 30".

Lgth. of Roof	No. of shts. req'd	Lgth. of Roof	No. of shts. req'd	Lgth. of Roof	No. of shts. req'd	Lgth. of Roof	No. of shts. req'd	Lgth. of Roof	No. of shts. req'd
10	4	31½	13	53	21½	74½	30	96	38½
10½	4½	32	13	53½	21½	75	30	96½	39
11	4½	32½	13	54	22	75½	30½	97	39
11½	5	33	13½	54½	22	76	30½	97½	39
12	5	33½	13½	55	22	76½	31	98	39½
12½	5	34	14	55½	22½	77	31	98½	39½
13	5½	34½	14	56	22½	77½	31	99	40
13½	5½	35	14	56½	23	78	31½	99½	40
14	6	35½	14½	57	23	78½	31½	100	40
14½	6	36	14½	57½	23	79	32	.....	.....
15	6	36½	15	58	23½	79½	32	.....	.....
15½	6½	37	15	58½	23½	80	32	.....	.....
16	6½	37½	15	59	24	80½	32½	.....	.....
16½	7	38	15½	59½	24	81	32½	.....	.....
17	7	38½	15½	60	24	81½	33	.....	.....
17½	7	39	16	60½	24½	82	33	.....	.....
18	7½	39½	16	61	24½	82½	33	.....	.....
18½	7½	40	16	61½	25	83	33½	.....	.....
19	8	40½	16½	62	25	83½	33½	.....	.....
19½	8	41	16½	62½	25	84	34	.....	.....
20	8	41½	17	63	25½	84½	34	.....	.....
20½	8½	42	17	63½	25½	85	34	.....	.....
21	8½	42½	17	64	26	85½	34½	.....	.....
21½	9	43	17½	64½	26	86	34½	.....	.....
22	9	43½	17½	65	26	86½	35	.....	.....
22½	9	44	18	65½	26½	87	35	.....	.....
23	9½	44½	18	66	26½	87½	35	.....	.....
23½	9½	45	18	66½	27	88	35½	.....	.....
24	10	45½	18½	67	27	88½	35½	.....	.....
24½	10	46	18½	67½	27	89	36	.....	.....
25	10	46½	19	68	27½	89½	36	.....	.....
25½	10½	47	19	68½	27½	90	36	.....	.....
26	10½	47½	19	69	28	90½	36½	.....	.....
26½	11	48	19½	69½	28	91	36½	.....	.....
27	11	48½	19½	70	28	91½	37	.....	.....
27½	11	49	20	70½	28½	92	37	.....	.....
28	11½	49½	20	71	28½	92½	37	.....	.....
28½	11½	50	20	71½	29	93	37½	.....	.....
29	12	50½	20½	72	29	93½	37½	.....	.....
29½	12	51	20½	72½	29	94	38	.....	.....
30	12	51½	21	73	29½	94½	38	.....	.....
30½	12½	52	21	73½	29½	95	38	.....	.....
31	12½	52½	21	74	30	95½	38½	.....	.....

METHOD OF MEASURING VARIOUS TYPES OF BUILDINGS



Select the diagram which most nearly resembles the building to be covered.

Measure at points indicated.

Make a pencil sketch similar to the one of those shown and fill in your measurements.

Then mail same to our nearest Branch Office for price on whatever type of roofing or siding you desire.

All estimates gladly sent without obligation.

Do Not Tear Out This Page
Keep it for Future Reference.

EAVE TROUGH and CONDUCTOR PIPE



No. 890—SLIP JOINT HALF ROUND EAVE TROUGH, Single Bead

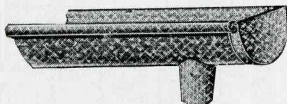
Stock lengths of Slip Joint Trough are:— 5 ft. 6 in., 7 ft. 6 in., and 9 ft. 6 in. and either Right or Left-hand joints. Specify lengths required and if water runs to right or left-hand. Do not overlook these points when ordering.

The most satisfactory type of Eave Trough for all kinds of farm buildings.

NO SOLDER REQUIRED! Just slip the lengths together. No special tools required. Any handy man can erect this trough. Made in various sizes - 8" for small roofs, 10" for medium size roofs and 12" for large roofs.

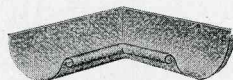
Soldered Fittings Make Assembly Simple

All Made with Slip Joint Ends



No. 891—Complete End with Cap and Outlet—12" long. All outlets placed 3" from end of Trough.

8" Trough has 2" Outlet.
10" Trough has 3" Outlet.
12" Trough has 4" Outlet.



No. 870—Single Bead Inside Mitre.

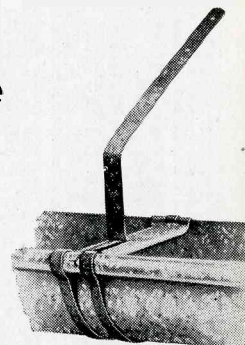
We also make an outside mitre to match any size trough. State whether inside or outside required when ordering.



No. 892—End Cap

Fits snugly on end of Trough.

Made in all sizes to match Eave Trough.



No. 845—Perfect Hanger
Holds the Trough securely in place.

For those who prefer to solder their Trough and Fittings we can supply our Standard O.G. Trough Square Bead.

No. 831—Ogee Square Bead Eave Trough. >



Made in 8", 10" and 12".
Fittings to Match.

Plain Round and Corrugated Round Conductor Pipe



No. 840—Plain Round Conductor Pipe. Crimped at one end for easy joining. 10 ft. long.

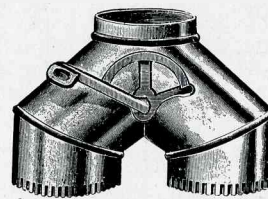


No. 841—Round Corrugated Conductor Pipe. Crimped at one end for easy joining. 10 ft. long. Made in 2" diameter for verandahs and small buildings. Used in conjunction with 8" Trough. Larger sizes for Houses and Barns. 3" is used with 10" Trough. 4" is used with 12" Trough.



No. 842

Elbows made in all sizes to match Conductor Pipe.



No. 861—Conductor Cut-Offs—Plain or Corrugated.

We use only the best quality sheets for Eave Trough and Conductor Pipe.



No. 836—Plain Round Drive Hooks.

QUEEN'S
COPPER
GALV.



HEAD
BEARING
SHEETS

THE
GREATEST NAME
IN BARN
CONSTRUCTION

HIPEL-PEDLAR BARN

(PATENTED TRUSS)

UNEQUALLED
FOR
STRENGTH

Canadian Farmers are indebted to the Hon. N. O. Hipel for his contribution to "Better-Built" Barns, through his invention of a superior type of plank frame truss, which is the outstanding feature embodied in the construction of the modern "Hipel-Pedlar" Barn.

Special Features of the "HIPEL-PEDLAR" Barn

1. Every Barn specially designed by competent engineers.
2. Hipel Patent side and gable trusses, all steel rodded.
3. New design of balanced type specially nailed roof construction.
4. All purlins solid timber.
5. Special Ventilation—Ask us about it.
6. Exceptional summer sill and floor construction.
7. Long brace heavy post frame.
8. Stronger than any other type of Barn.
9. Covered with Pedlar's High-Quality Roofing and Siding.
10. Stables equipped with Pedlar's Barn & Stable Equipment.

"HIPEL-PEDLAR" TRUSSES

The "Hipel" Patented Truss is recognized as the strongest built. This truss has a vertical purlin post with long braces to a solid timber purlin. The truss is reacting and like a bridge in construction. It is reinforced by rod and bolt and prevents the sides and gable ends from springing.

This truss is the only one that allows room for sheaves to come out freely behind the purlin post to the threshing machine, and gives ample room for blower pipe at rear.

It also allows the door to the basement steps to go close up to the outside of the barn.

"HIPEL-PEDLAR" FRAME

Every Frame is carefully designed for each respective barn, and a complete list of the right sized material, along with drawings, is supplied for each contract, thus eliminating any possibility of using the wrong materials in any section of the building.

"HIPEL-PEDLAR" FLOORS

All Summer Sills supporting the floor joists are built so that the joints of the planks forming the sill are over the underpinning posts.

One row of cross bridging is used in each row of joists.

All drive floors are 6 in. matched material instead of 8 in. and all mow floors and granaries are 4 in. matched instead of 6 in. or 8 in. This narrow material does not open up and heave as wider stock does.

"HIPEL-PEDLAR" COVERING

A special nailing feature has been adopted, whereby all roofing sheets are nailed every 6 in. up the edges into the rafters, the rafters being spaced the same width as the metal and the entire outside edge of the sheets lies solid on the lumber sheathing and rafters which greatly strengthens the roof and absolutely prevents the nails pulling.

The Metal Roofing and Siding is manufactured by The Pedlar People Ltd., in various styles and is unexcelled for both appearance and durability.

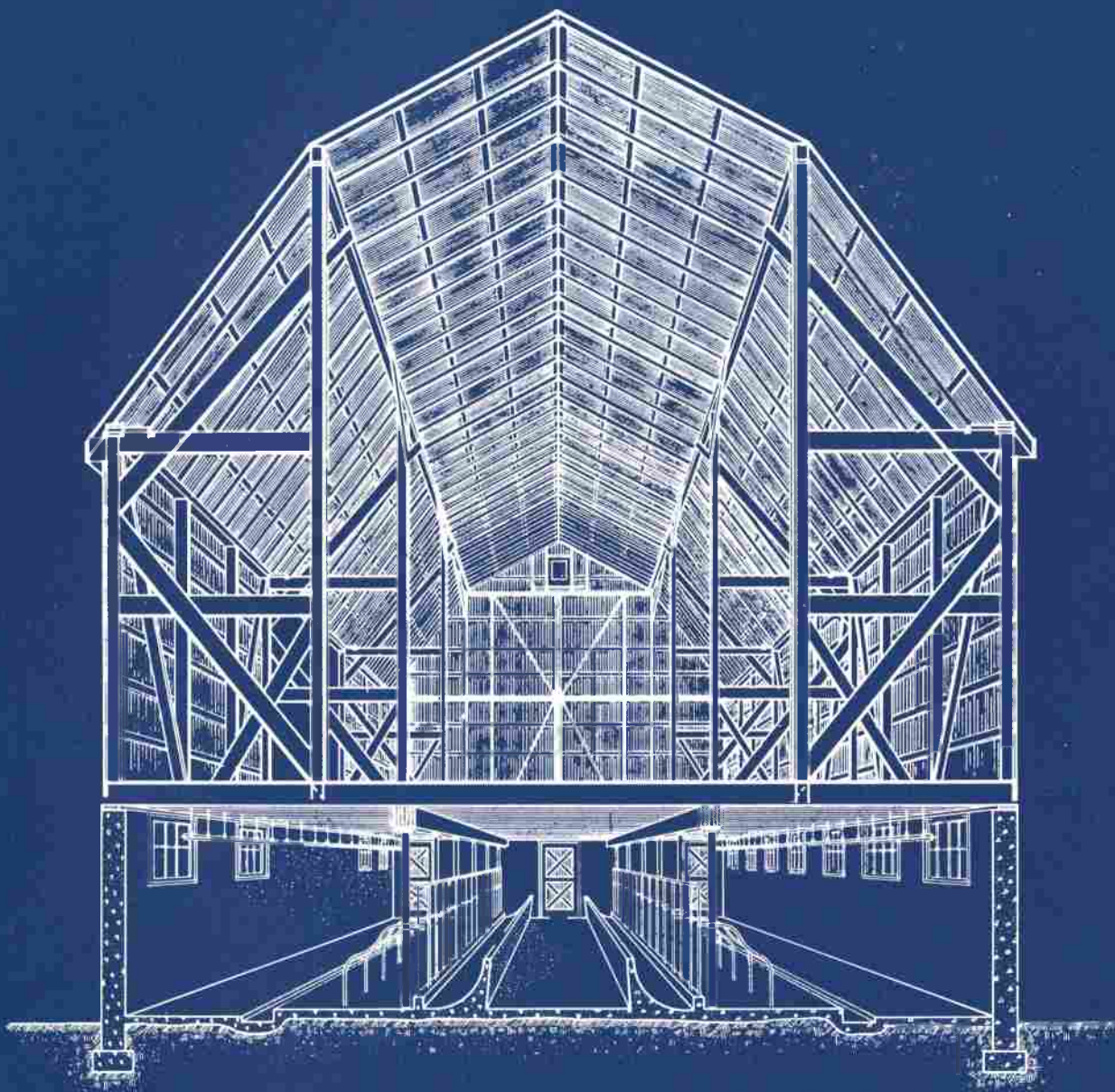
"HIPEL-PEDLAR" BARN & STABLE EQUIPMENT

All "Hipel-Pedlar" Barns are equipped throughout with Pedlar's Hay Cars & Track, Hay Fork, Cow Stalls, Water Bowls, Stanchions, Litter Carriers and Horse Stable Fixtures—a complete and modern line of Pedlar High Quality Products.

"HIPEL-PEDLAR" Barns are Proof Against the Elements!

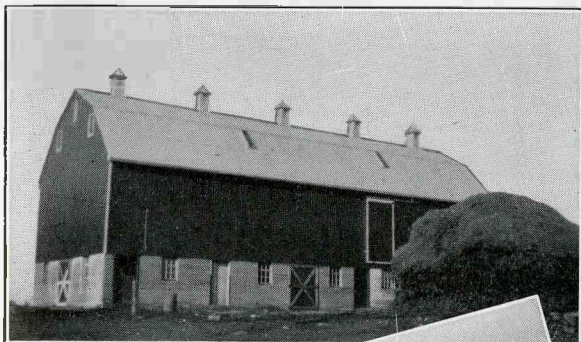
It is interesting to look back over the barn-building methods of other days and realize the constant evolution which is taking place in design and materials. And so, as we progress farther into the twentieth century, we see the old timber barn giving way to the modern plank-truss structure with roof and sides sheathed with Pedlar's best quality galvanized sheet metal.

A great portion of the frame is cut and fitted at the factory. When completed, with Pedlar's Metal Roofing, Siding, Ventilators, Roof Lights and Eave Trough and Pipe, this type of barn is proof against lightning when properly grounded at the four corners according to the Fire Marshall's Regulations.

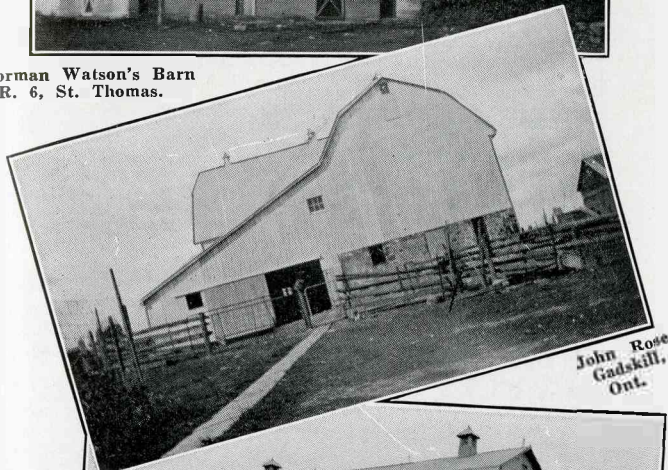


SECTION THROUGH "HIPEL-PEDLAR" BARN
SHOWING PLANK TRUSS CONSTRUCTION
(PATENTED)

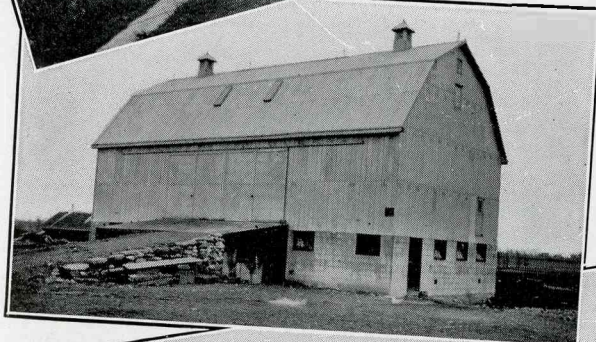
"Hipel-Pedlar" Barns are "Custom-Built"



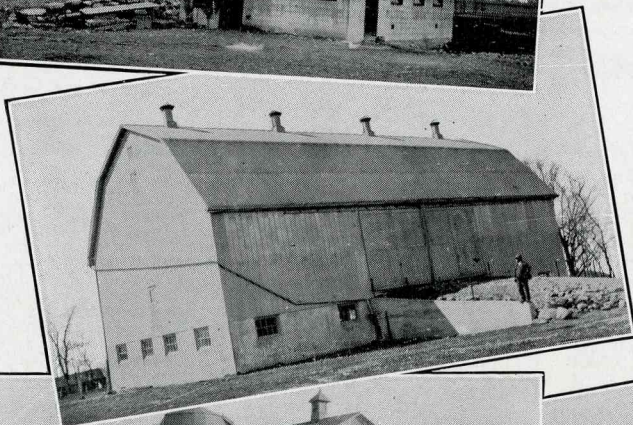
Norman Watson's Barn
R.R. 6, St. Thomas.



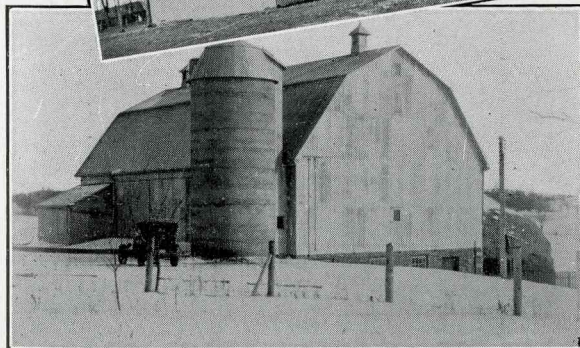
John Rose
Gadskill,
Ont.



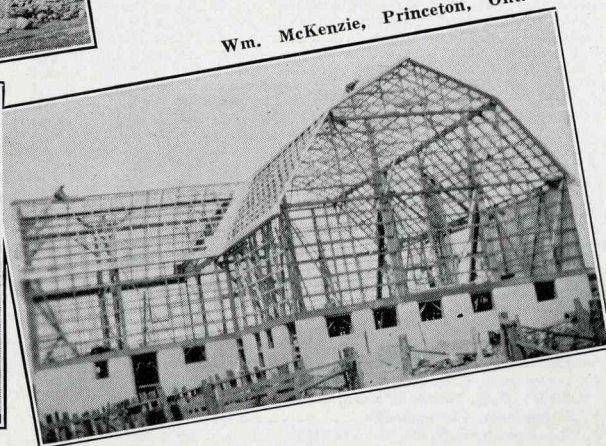
J. Ritz
Corby-
ville,
Ont.



Miss
Livingstone
Cobourg,
Ont.



E. J.
Lyons
Paris,
Ont.



Wm. McKenzie, Princeton, Ont.

Every "Hipel-Pedlar" Barn is built to suit your special requirements.

Simply send us the size of the building you have in mind, and we will gladly submit plans without any obligation whatever.

The "Hipel-Pedlar" Barn has a patented Truss and embodies many features not found in other types of Barns.

Pedlar's high quality Galvanized Roofings and Sidings not only add to the appearance of the building but assure the owner of long, satisfactory service.

Pedlar's modern complete line of Barn and Stable Equipment includes Hay Carrier Equipment, Cow Stalls, Stanchions, Water Bowls, Litter Carriers and Horse Stable Equipment, and can be supplied at very reasonable prices.

Make sure you see a
"Hipel-Pedlar" Barn
before you let the contract for your next Barn.

A PARTIAL LIST OF "HIPEL-PEDLAR"

Read this List over carefully and then VISIT one of these modern buildings erected in your district. You

Name and Address	(BARN)	Size	Name and Address	(BARN)	Size
Kinzle Bros., R. R. Galt.		58' x 70' 6"	Maycock & Sons, Vinemount		28' x 40'
Jas. Valentine, Waterloo.		36' x 40'	J. E. Rose, Shakespeare		50' x 60' & Wing
J. Jeffrey, R.R. No. 1, Puslinch		48' x 54' & Wing	W. J. Faskin, Elora		54' x 80'
Geo. E. Hortop, R. R. No. 2, St. George		48' x 60'	Geo. Robertson, West Moncton		46' x 68'
Wm. Kershaw, Gifford		44' x 54'	Fred Schade, Listowel		54' x 56'
R. Kerr, R.R. No. 1, Mona Road		44' x 75'	D. McMullin, Caledon East		42' x 60'
Wm. F. Miller, Bognor		50' x 66'	G. Watson, Tottenham		40' x 60'
T. S. McCutcheon, R.R. No. 3, Bright		40' x 60'	B. G. Fish, Manilla Junction		51' x 94'
Ervin Reick, R.R. No. 2, Preston		42' x 84' & Wing	J. E. Hillock, R.R. No. 1, Caledon		46' x 60'
J. S. White, R.R. No. 3, Brampton		40' x 80'	T. H. Goodbrand, R.R. No. 2, Capetown		30' x 74'
W. C. Rutherford, R.R. No. 3, Ayer		46' x 90' & Wing	R. C. Henry, R.R. No. 1, Dobbington		45' x 64'
J. K. Thompson, R.R. No. 4, Belwood		70' x 75'	R. Smalley, R.R. No. 1, Uxbridge		45' x 62'
P. W. Drake, R.R. No. 1, Minesing		40' x 60'	R. G. Smith, R.R. No. 4, Kenilworth		40' x 72'
J. E. Mans, R.R. No. 3, Ayer		35' x 96' & Wing	J. H. Esch, K.R. No. 3, Elmira		52' x 70'
G. P. Moore, R.R. Galt		44' x 90'	Jas. McNeely, Carleton Place		36' x 60'
E. J. Lyons, R.R. No. 1, Paris		44' x 80'	A. E. Pedwell, R.R. No. 4, Bright		26' x 100'
W. Todd, Tiverton		47' x 70'	A. E. Pedwell, R.R. No. 4, Bright		36' x 100'
G. E. Noble, Listowel		40' x 54'	Frank Townsend, R.R. No. 5, Belwood		60' x 70'
R. H. Boyce, R.R. No. 1, Mitchell		40' x 78'	D. Dotzert, R.R. No. 1, Stratford		64' x 76'
N. Porterfield, Atwood		50' x 70' & Wing	W. Magee, R.R. No. 4, Wingham		36' x 50'
J. R. Jefferson, Munro, R.R. No. 1		40' x 80'	J. S. Scott, R.R. No. 1, Belgrave		42' x 75'
J. A. McKenzie, West Moncton		46' x 72'	R. Smalley, Uxbridge		34' x 45'
Frank Riddell, R.R. Britton		50' x 72' & Wing	C. Clark, City View		36' x 90'
L. Badger, Troy		40' x 80'	A. Hayes, Hamilton		38' x 61'
E. Harmer, R.R. No. 2, Hamilton		36' x 51'	Wm. McKenzie, R.R. No. 1, Princeton		48' x 68' & Wing
Geo. Livingston, Cobourg		40' x 80'	Fred Topper, Woodbridge		30' x 40'
Jno. Sullivan, Hastings, R.R. No. 2		40' x 52'	H. H. Reed, R.R. No. 1, Rothsay		46' x 80'
S. J. McGrath, Victoria Corners		45' x 70'	Rohson Bros., R.R. No. 4, Brantford		36' x 63'
T. F. Ward, Uxbridge		45' x 80' & Wing	D. Fowler, R.R. No. 6, Gooderich		36' x 56'
Chas. Cassidy, Hillier		42' x 81'	F. Schoebridge, R.R. No. 2, Belleville		36' x 60'
Wm. Sutton, Newbury		40' x 70'	Lancaster Bros., Toronto		38' x 78'
J. W. Ritz, Corbyville		36' x 70'	Fred Lazenby, R.R. No. 2, Ingersoll		30' x 76'
M. Clark, Twin Elm		36' x 70'	C. Lester, R.R. No. 6, Guelph		45' x 78'
Robt. Hackett, Demorestville		36' x 60' & Wing	L. Legge, R.R. No. 1, Dobbington		40' x 60'
H. R. Hinchey, Shannonville		40' x 64'	C. Reeves, R.R. No. 1, Islington		42' x 50'
J. H. Stewart, R.R. No. 2, Perth		35' x 96'	F. G. Moore, R.R. Lyn		36' x 72'
E. J. Scott, Seeley's Bay		40' x 80'	S. Murray, R.R. No. 2, Meaford		40' x 60'
A. H. Gamble, Lyndhurst		36' x 80'	Wm. Scott, R.R. No. 1, Port Elgin		41' x 82'
H. Sickler, Westport		28' x 48'	D. Machin, R.R. No. 1, Walton		24' x 48'
Wm. McKee, Lansdowne		36' x 50'	Bert VanVleit, R.R. No. 2, Norval		42' x 58' & Wing
Thos. Donovan, Mallorytown		42' x 61' & Wing	G. A. Jackson, Caledon East		42' x 100'
Bryce McNeil, R.R. No. 2, Lansdowne		36' x 120'	C. Eastman, R.R. No. 1, Arkona		46' x 80'
Wm. Thomas, R.R. No. 2, Seagrave		56' x 100'	City of Oshawa, Oshawa		40' x 80'
M. S. Barnham, Peterboro.		40' x 100'	G. W. Hiles, R.R. No. 1, Moncton		40' x 70' & Wing
H. A. Walker, Port Hope, R.R. No. 1		30' x 75'	A. S. Evans, R.R. No. 2, Branchton		34' x 44'
J. Toohey, R.R. No. 4, Cayuga		36' x 80'	N. Watson, R.R. No. 6, St. Thomas		36' x 90'
Mrs. N. Lightfoot, Lynden		42' x 66'	E. Witherden, R.R. No. 1, Dutton		34' x 50'
H. H. Merritt, R.R. No. 1, Vinemount		36' x 65'	J. A. McVicar, R.R. No. 2, Belmont		34' x 60'
J. T. Haley, R.R. No. 1, Brantford		46' x 90'	W. A. Duke, R.R. No. 1, Mono Mills		36' x 64'
E. Schooley, Burnaby		32' x 86'	A. Leslie, Owen Sound		34' x 54'
Max Kohl, R. R. No. 2, London		40' x 50'	J. Sanderson, R.R. No. 4, St. Thomas		32' x 50'
C. Gosnel, R.R. No. 2, Highgate		44' x 50'	L. Murray, R.R. No. 2, Dublin		40' x 60'
W. H. Ford, Dutton		48' x 74'	S. C. Watson, R.R. No. 1, Varney		56' x 62'
J. B. Shearer, Listowel, R.R. No. 2		40' x 62'	Cyrus Allen, Mitchell		34' x 75'
F. Kreiger, R.R. No. 6, Galt		40' x 50'	Mrs. E. Denholm, R.R. 1, Troy		26' x 40'
L. F. Diceman, R.R. No. 2, Woodbridge		40' x 80'	Vernon Barber, R.R. 4, Owen Sound		40' x 64' & Stable
J. N. Snider, R.R. No. 2, Woodbridge		46' x 86'	Fred Hostein, R.R. 2, Ancaster		36' x 62' & Stable
Jno. Ludwig, R.R. Preston		34' x 42'	H. S. McLaughlin, Galt		28' x 52'
F. L. Schnell, R.R. No. 1, Collingwood		44' x 70'	R. F. E. Powell, R.R. 2, Allenford, Bruce		64' x 80' x 16'
Wm. Taylor, Markdale		32' x 55'	Arthur Clazie, Belleville, Hastings		36' x 60' x 16' & W.
C. W. Henry, R.R. No. 1, Thornton		40' x 93' 6"	John Wesley Phillips, Galt, Waterloo		40' x 66' x 16'
A. Desjardines, La Fontaine		30' x 50'	Donald Brown, Glen Huron, Simcoe		40' x 60' x 16'
R. Barrie, R.R. No. 2, Ayer		44' x 60'	Orville Tiffin, R.R. 2, Teeswater, Bruce		36' x 60' x 16'
J. S. Kohler, St. Agatha		44' x 70' & Wing	Cecil Cornell, R.R. 1, St. George, Brant		44' x 72' x 16'
F. P. O'Connor, Toronto		42' x 80'	Miss Mae Hallett, R.R. 2, Acton, Halton		80' x 66' x 16'
J. A. French, R.R. No. 3, Elora		64' x 60'	Geo. Pullin, R.R. 1, Beachville, Oxford		30' x 60' x 16'
Chas. Scott, Penetang		44' x 100'	Jno. McIntosh, R.R. 3, Tiverton, Bruce		50' 3" x 72' 6"
J. S. Watson, R.R. No. 6, Galt		40' x 72' & Wing	Geo. Bugg, R.R. 1, Granton, Middlesex		36' x 60' x 14'
A. E. Burns, R.R. No. 2, Belwood		60' x 93'	Ronald Johnston, R.R. 3, Harriston, Wellington		42' x 58' 6" x 16'
A. Adair, Schomberg		46' x 88'	J. M. McRobb, R.R. 4, Kenilworth, Wellington		34' x 66' x 14'
A. Thomasing, New Germany		50' x 58'	J. A. Edwards, R.R. 2, Puslinch, Wellington		30' x 50'
W. J. Cullum, R.R. No. 2, Alma		62' x 60'	John A. Swain, Little Britain, Victoria		38' x 90' x 16'
C. Donner, Waterloo		28' x 32'	Stanley McArthur, Glen Huron, Simcoe		40' x 72' x 18'
A. E. Gallaher, R.R. No. 1, Wroxeter		50' x 56'	Dan Brown, R.R. 1, Underwood, Bruce		42' x 72' x 16'
D. Innes, R.R. No. 1, Embro		40' x 90' & Wing	G. P. Burns, Arthur, Wellington		46' x 66'
D. M. Winter, R.R. No. 3, Northwood		33' x 82'	C. Vanderburg, Cayuga, Hald.		34' x 83' x 16' & W.
H. Woods, R.R. No. 3, Woodford		40' x 60'	A. Trepanier, St. Joachim, Essex		30' x 81' x 14'
P. Lobadicy, R.R. No. 2, Branchton		34' x 44'	Thos. Anderson, R.R. 3, Embro, Oxford		40' x 70' x 16'
W. J. Egan, Kleinburg		40' x 70'	Wm. Clarkson, R.R. 3, King, York		44' 2" x 98' x 16'
Raymond Elliott, Bluevale		54' x 54' & Wing	A. H. Broadfield, R.R. 2, Palmerson, Wel-		40' 2" x 60' 6" x 5'
Church Bros., R.R. Egbert		40' x 80'	Wilton Mallett, R.R. 5, Wallaceburg, Kent		32' x 52' x 16'
Norman McLeod, R.R. 3, Snelgrove		46' x 86'	Sidney Smith, R.R. 3, Wyoming, Lambton		40' x 74' x 16'
W. G. McCormack, Copetown		38' x 74'	Chas. R. Waite, R.R. 5, St. Thomas, Elgin		36' x 60' x 16'
A. Dixon, Stouffville		52' x 72'	Louis Belcourt, Perkinsfield, Simcoe		50' x 70' x 16'
A. G. Clarridge, R.R. No. 2, Acton		58' x 60'	N. E. Storey, Belfountain, Peel		42' x 70' x 16' & W.
R. Cowling, R.R. No. 2, Honeywood		48' x 50' 6"	Donald Cairns, R.R. 3, Tiverton, Bruce		42' x 60' x 16'
S. & W. Fralick, Minesing		40' x 60'	Sam Plunkett, R.R. 1, Woodbridge, York		58' x 80' x 16'
James Elliott, R.R. No. 1, Bluevale		50' x 60'	J. D. Stone, Allenwood, Simcoe		36' x 50' 4"
G. M. Harris, R.R. No. 1, Mt. Forest		30' x 35'	Thomas Ghent, R.R. 6, Mt. Forest, Wellington		40' x 64'
Clark Vanderburg, R.R. No. 1, Cayuga		34' x 70'	Mrs. S. Whitcroft, R.R. 2, Aylmer, Elgin		36' x 50'
J. H. Moffatt, Caledon East		42' x 78'	Willard Smith, R.R. 2, Hannon, Went.		32' 2" x 56' 3"
W. J. Donnelly, R.R. No. 1, Smithville		50' x 72'	Frank Madden, Lakeside, Oxford		36' x 56' x 16'
A. E. Collinson, Seeley's Bay		35' x 66'	G. Shaw, Tupperville, Kent		36' x 56' x 10'
Harvey Keen, R.R. No. 1, Jarvis		36' x 76'	A. W. Patterson, R.R. 3, Ripley, Bruce		42' x 92' x 18'
Earl Weddell, Newmarket		36' x 68'	Simon Iutzi, R.R. 1, Bright, Oxford		46' x 66' & W.
J. A. Edwards, R.R. No. 2, Puslinch		30' x 50'	Jno. L. Tasker, R.R. 2, Seaforth, Huron		42' x 64' x 16'
J. Rycroft, R.R. No. 1, St. George		36' x 62'	H. Beuermann, R.R. 1, Dublin, Perth		48' x 70' 4" x 16'
W. Hodgson, Orangeville		40' x 64'	Wm. Cassidy, R.R. 3, Tiverton, Bruce		60' x 40'
J. Lucian, R.R. No. 4, Kitchener		36' x 50'	D. Rodger & Son, R.R. 1, Drumbo, Oxford		54' x 64' & W.
A. Jackson, R.R. No. 4, Harriston		50' x 70'	Geo. Paisley, R.R. 1, Mt. Brydges, Middlesex		30' x 45'
F. Perrin, Newcastle		30' x 50'	Maitland Fisher, R.R. 3, Listowel, Perth		38' x 66'
J. Nickason, Southampton, R.R. No. 1		58' x 81'	W. S. Shearer, R.R. 2, Listowel, Perth		40' x 60' & W.
E. Wray, R.R. No. 2, Schomberg		48' x 72'	Norman McLaughlin, R.R. 1, Wallenstein,		36' x 62' 6"
J. Brown, R.R. No. 2, Mt. Forest		44' x 66'	W. H. Rose, R.R. 3, St. Thomas, Elgin		36' x 56'
W. G. Lawrence, R.R. No. 4, Durham		50' x 50'	S. W. Spencer, R.R. 1, Ingersoll, Oxford		44' x 100' & W.
Jas. Nesbitt, R.R. No. 3, Elora		52' x 66'	W. R. Freeman, Duntroon, Simcoe		36' x 60'
G. A. Robertson, Thamesville		36' x 72'	A. Russell, R.R. 2, Dundalk, Grey		60' x 66'
E. V. Thompson, R.R. No. 1, Atwood		50' x 60'			

BARNs - ARENAS & WAREHOUSES

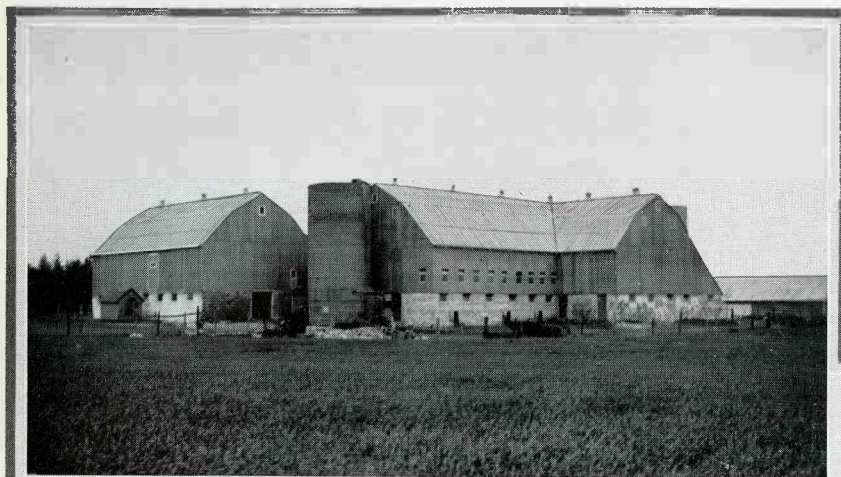
will be greatly impressed by the unusual up-to-date features embodied in the construction of these Buildings

Name and Address (BARNs)	Size	Name and Address (BARNs)	Size
Chas. B. Brown, R.R. 2, Woodstock, Oxford	39' x 40'	Geo. Douglas, R.R. 1, Grimsby, Lincoln	36' x 43' E.
N. Snider, R.R. 2, Kitchener, Waterloo	66' x 84'	Anthony Gendron, Penetang, Simcoe	24' x 36' x 14'
Ernest Wylie, R.R. 1, Wroxeter, Huron	50' x 66'-4"	Frank Petch, R.R. 4, Georgetown, Halton	40' x 54' E.
Chas. Moreau, R.R. 3, Penetang, Simcoe	36' x 63'	Geo. Harris, R.R. 1, Cainsville, Brant	40' x 89' x 18'
L. G. Brown, R.R. 3, Uxbridge, Ontario	36' x 60'	A. E. Riddell, Box 249, Palmerston, Wellington	36' x 60'
Chas. Reichheld, Cayuga, Hald.	30' x 70'	Russel Fisher, Duntroon, Simcoe	36' x 66'
W. C. Abell, R.R. 4, Walkerton, Bruce	56' x 68'-6"	O. D. Griffith, R.R. 3, Lambeth, Middlesex	36' x 60'
Oscar Dessler, R.R. 2, Breslau, Waterloo		Andrew Jacklin, R.R. 2, Brussels, Huron	50' x 56'
E. A. Brubacher, Wallenstein, Wellington	48' x 72'	R. McFarland, Est., R.R. 5, Woodstock, Oxford	46' x 68'
F. R. Leslie, R.R., Godfrey, Frontenac	36' x 59'	Clarence Ludwig, R.R., Listowel, Perth	45' x 72'-30' x 40'
Chas. Robertson, R.R. 1, Barrie, Simcoe	60' x 75'	Earl Lampman, R.R. 4, Fenwick, Welland	36' x 64' E.
Chas. Hoover, R.R. 2, Gormley, York	45' x 65'-6"	Chas. H. Walters, R.R. 4, London, Middlesex	30' x 40' E.
Jno. Forgie, R.R. 1, Stayner, Simcoe	40' x 72'	Charles Rhody, R.R. 1, Elmwood, Bruce	70' x 86'
A. D. Westbrook, R.R. 1, Galt, Waterloo	36' x 56'	James Ivel, R.R. 3, Harriston, Wellington	50' x 67'-42' x 26'
Jas. Daley, R.R. 2, Selkirk, Hald.	40' x 60'	Mrs. Ada May Rowe, R.R. 7, Woodstock, Oxford	44' x 74'-36' x 40'
W. S. Lewis, Arthur, Wellington	28' x 48'	William Graham, R.R. 5, Cayuga, Haldimand	32' x 50' E.
A. E. Richards, R.R. 2, Copetown, Wentworth	28' x 48'	James Davidson, R.R. 4, Cayuga	40' x 80'
Gordon Sherck, R.R. 2, Selkirk, Hald.	34' x 70' x 18'	Elgin County, St. Thomas, Elgin	36' x 70'
R. H. Beckerson, R.R. 4, Jarvis, Hald.	36' x 60'	Chas. Roper, R.R., Windermere, Muskoka	36' x 72' E.
O'Neill Bros., Denfield, Middlesex	44' x 124'	Robert Harrison, R.R., Belgrave, Huron	50' x 80'
Perce Johnston, Varna, Huron	38' x 72'	Geo. W. Peebles, R.R. 2, Atwood, Perth	36' x 36'
S. J. Backus, Wallacetown, Elgin	42' x 82'	S. W. Ralph, Brockville, Leeds	36' x 124'
J. A. Lennox, Thornton, Simcoe	40' x 80'	Wm. Thompson, R.R. 1, Wiltongrove, Middlesex	40' x 76'
S. C. Mills, R.R. 2, Listowel, Perth	40' x 54'-4"	Chas. E. Counsell, R.R. 1, Ancaster, Wentworth	36' x 44'
R. A. D. Jackson, R.R. 5, St. Thomas, Elgin	36' x 60'	Henry Jenter, R.R. 1, Fonthill, Welland	36' x 80'
Ivan W. Small, R.R. 3, Mt. Brydges, Middlesex	36' x 90'	Wm. Kay, Guelph, Wellington	54' x 106'
Thos. Weatherhead, R.R. 1, West Monkton, Perth	40' x 54'-6"	Fred S. Parrott, R.R. 4, Belleville, Hastings	36' x 86'
Alfred Kennedy, St. Annes, Lincoln	24' x 42' x 14'	Jas. McPherson, R.R. 1, Port Stanley, Elgin	36' x 60'
Chas. Lupton, Embro, Oxford	50' x 60'	Alex. Nettling, R.R. 3, West Lorne, Elgin	32' x 56'
Thos. D. Amy, R.R. 2, Burford, Brant	46' x 100'	Jos. McCaslin, R.R. 4, Durham, Grey	20' x 40'
E. L. McEwen, R.R. 2, Carleton Place, Lanark	36' x 60'	Jas. Murray, R.R. 2, Embro, Oxford	46' x 68'-46' x 36'
Frank Frizelle, R.R. 8, Woodstock, Oxford	34' x 54'2" & W.	Freeport San., R.R. 3, Kitchener, Waterloo	24' x 32'
Jas. Innes, R.R. 1, Woodstock, Oxford	52' x 124' & W.	Richard Harris, Mt. Hamilton, Wentworth	30' x 32'
Albert Quipp, West Monkton, Perth	44' x 60'6" & W.	Ben Payne, R.R. 3, Picton, P.E.	36' x 52'
Jas. Innes, R.R. 1, Woodstock, Oxford	45' x 70' Horse B.	Andrew Jacklin, R.R. 2, Brussels, Huron	50' x 56'
J. P. Aitchison, Listowel, Perth	45' x 76' & W.	Cecil George, Sheffield, Wentworth	36' x 70'
	50' x 40'	H. C. Adrian, R.R. 1, St. Thomas, Elgin	36' x 110'
Edgar Binkley, R.R. 2, Dundas, Went.	38' x 60'	F. R. Anderson, Wilton Grove, Middlesex	38' x 80'
Russell Spinks, R.R. 2, Nestleton, Durham	36' x 93'	Atwood Ag. Society, Atwood, Perth	30' x 94'
Frank Frizelle, R.R. 8, Woodstock, Oxford	20' x 40' x 8'	Hon. M. F. Hepburn, St. Thomas, Elgin	40' x 110'
Jas. H. Kinzie, Doon, Waterloo	30' x 35'	J. & W. Fielder, R.R. 1, Port Albert, Huron	40' x 66'
Joseph Tanner, R.R. 2, Stratford, Perth	40' x 80' E.	Peter Pakanec, R.R. 2, Ridgetown, Kent	36' x 56'
R. E. Cairns, R.R. 1, Bradford, Simcoe	40' x 70' E.	Albert Brett, Alliston, Simcoe	40' x 80'
R. W. Dooks, R.R. 2, King, York	40' x 90' E.	Thomas Chapman, Kippen, Huron	36' x 80'
Wm. H. Cann, R.R. 1, Port Hope, Durham	40' x 100' E.	A. K. Clifford, R.R. 4, St. Marys, Perth	41' x 55'
Veevers & Son, R.R. 1, Bartonville, Went.	38' x 100' E.	Herbert Berlett, R.R. 3, Listowel, Perth	56' x 61'-39' x 50'
A. W. Flemming, R.R. 2, Mono Road, Peel	40' x 61'-26' x 28'	J. B. Hardie, R.R. 1, Wingham, Huron	44' x 66'
Robert Gummerson, R.R. 1, Beeton, Simcoe	34' x 70' E.	Wm. McKay, R.R. 1, Moorefield, Wellington	50' x 60'
Wm. Kerr, R.R. 2, King, York	42' x 74'-40' x 52'	Harry Clark, Cayuga, Haldimand	34' x 70'
David McKinnon, R.R. 3, Tiverton, Bruce	40' x 40'6" E.	A. Kerschenbaum, Breslau, Waterloo	48' x 60'-48' x 48'
Donald Murray, R.R. 1, Embro, Oxford	34' x 76'-28' x 49'	Chas. Binning, R.R. 3, Listowel, Perth	42' x 70'
John Miller, R.R. 3, Clifford, Wellington	55' x 75' E.	Harold Thistle, St. Pauls, Perth	36' x 54'-36' x 29'6"
Russel J. Carter, R.R. 3, Port Perry, Ontario	36' x 140'	Jas. R. Hussey, R.R. 1, Ayr, Waterloo	56' x 56'
Alfred H. Bogart, R.R. 7, St. Thomas, Elgin	36' x 60'	Geo. S. Lewis, R.R. 2, Wilton Grove, Middlesex	36' x 60'
Catherine Koropchuk, R.R. 1, Millgrove, Went.	40' x 60'	Mrs. M. O'Phee, R.R. 3, Welland, Welland	34' x 60'
Lloyd Courtnage, R.R. 1, Wilsonville, Norfolk	36' x 60'6" E.	Lloyd Courtnage, R.R. 1, Wilsonville, Norfolk	33' x 50'
C. W. Hyde, R.R., Blackstock, Durham	36' x 90' E.	John Lawrason, St. George, Brant	36' x 80'-24' x 45'
Wm. Henry, R.R. 2, Nestleton, Durham	36' x 76' E.		

Arenas - Storage Warehouses - Implement Sheds - Garages

Kinzie Bros., R.R., Galt	Imp. Bldg.	20' x 30'	Huntsville	Rink	75' x 200'
James Valentine, Waterloo	Shed	15' x 32'	Gravenhurst	Rink	90' x 192'
E. J. Lyons, R.R. No. 1, Paris	Imp. Bldg.	24' x 48'	Waterloo County Storage Garage, Bridgeport		
R. S. McLaughlin	Imp. Bldg.	20' x 50'	R. G. Ford, R.R. No. 7, Galt	Imp. Bldg.	36' x 40'
Mgr. McCaskey Systems, Galt	Sheep Barn	24' x 50'	John Turnbull, Komoka	Imp. Bldg.	20' x 40'
Preston Spring Driving Club	Imp. Bldg.	30' x 160'	A. Crawford, R.R. No. 4, North Glencoe	Imp. Bldg.	24' x 50'
Penetang Arena, Penetang	Rink	140' x 200'	D. McMullin, Caledon East	Imp. Bldg.	22' x 40'
Essex County & Country Club, Sandwich	Storage Bldg.	24' x 60' x 8'	A. E. Pedwell, R.R. No. 4, Bright	Imp. Bldg.	14' x 50'
H. M. Fair, Delhi	Garage		Mrs. E. Denholm, R.R. No. 1, Troy	Imp. Bldg.	26' x 40'
Alex. Robinson, R.R. No. 1, Britton	2 Stories	26'6" x 33'	Eccleston & Yearley, Bracebridge	Rink	120' x 200'
Horace Walker, R.R. No. 1, Port Hope	Imp. Bldg.	22' x 50' x 8'	Joseph Hagey, R.R. No. 2, Preston	Imp. Bldg.	24' x 46'
Jas. Nesbitt, R.R. No. 3, Elora	Imp. Bldg.	20' x 40' x 8'	Standard Paving Co., Kitchener	Stor. Bldg.	48' x 80'
W. L. McCutcheon, Honeywood	Imp. Bldg.	26' x 50' x 8'	Standard Paving Co., Kitchener	Office Bldg.	48' x 80'
A. E. Morrison, Thornton	Imp. Bldg.	24' x 70' x 8'	Ewald Braun, R.R. No. 2, Breslau	Imp. Bldg.	22' x 36'
Chas. Reinhart, R.R., Breslau	Imp. Bldg.	24' x 60' x 8'	Wm. McMillan, R.R. No. 1, Galt	Imp. Bldg.	18' x 22'
Beatty Bros., London	Storage Shed	82' x 102'	Aaron Hipel, Breslau	Bldg.	22' x 46'
J. & E. Harkness, Glenmorris	Storage Shed	20' x 80'	Royal Milling Co., Chesley	Stor. Bldg.	30' x 40'
Marshall Reive, Lafroy	Imp. Bldg.	24' x 45'	Cedric Reeves, R.R. No. 1, Islington	Imp. Bldg.	20' x 30'
Creemore Rink Co., Creemore	Imp. Bldg.	22' x 40'	Dom. Diatomite Co., Huntsville	Stor. Bldg.	30' x 100'
Kitchener Lbr. Co., Kitchener	Rink	100' x 168'	Town of Barrie, Barrie	Stor. Bldg.	24' x 56'
W. H. Moore, R.R. No. 3, Listowel	Storage Bldg.	56' x 144'	Geo. W. Hiles, R.R. 1, Monkton	Shed	34' x 40'
Metcalf Heel Co., Preston	Imp. Bldg.	24' x 46'	Galt Fall Fair	Bldg.	18' x 130'
	2 Storage Bldgs.	60' x 144'	D. Munro Shedden	Imp. Bldg.	29' x 40'
Mennonite Brethren, Kitchener	Pavilion	75' x 98'	Listowel Agric. Society	Grandstand	28' x 100'
Walter Pfeffer, R.R., Newton	Imp. Bldg.	24' x 60'	R. W. Pelton, Innerkip	Shed	28' x 34'
Albert Fech, Preston	Imp. Bldg.	26' x 60'	Elora Arena and Curling Co., Elora	Arena	90' x 206'
A. Thomasing, New Germany	Rebldg. Shed	54' x 60'		Curling	30' x 176'
Chas. Scott, Penetang	Imp. Bldg.	24' x 70'	Lindsay Arena, Lindsay	Arena	100' x 218'
City of Ottawa	Rink		Stewart Warner Co., Belleville	Stor. Shed	40' x 80'
C. H. Gillies, Galt	Storage Shed	16' x 25'6"	Stratford Agric. Society	Bldg.	60' x 200'
M. Hallett, R.R. Acton	Hog Pen	42'6" x 76'	Geo. Harris, R.R. 1, Cainsville	Shed	24' x 50'
J. B. Davis, Fingal	Garage	24' x 40'	C. Ludwig, Listowel	Shed	24' x 44'
M. F. Hepburn, St. Thomas	Hog Pen	18' x 32'	Margaret Fixter, R.R. 2, Puslinch	Shed	24' x 44'
Kitchener Lumber Co., Kitchener	Bldg.	36' x 60'	James Manson, Galt	Shed	20' x 46'
Meredith Loughran, R.R. No. 3, Listowel	Imp. Bldg.	24' x 51'	J. W. Johnston, Britton	Shed	24' x 39'
Walter Pfeffer, Newton	Shed	24' x 60'	Herbert Wickens, R.R. 5, Embro	Shed	32' x 46'
Aurora	Riding School	75' x 100'	Schreiber Arena		
			Thorold Arena	Rink	90' x 192'
			North Bay Arena	Rink	110' x 234'
			Exeter Arena	Rink	80' x 226'

GROUP OF "HIPEL-PEDLAR" BARNs ERECTED EQUIPPED WITH PEDLAR'S ROOFING, SIDING,



The Photo on the left shows a group of modern "Hipel-Pedlar" Barns.

Horse Barn—45' x 70'. Main Barn—52' x 124'. Wing on Barn—50' x 24'.

Erected in 1934.

Majestic Ventilators add to the appearance of these Barns.

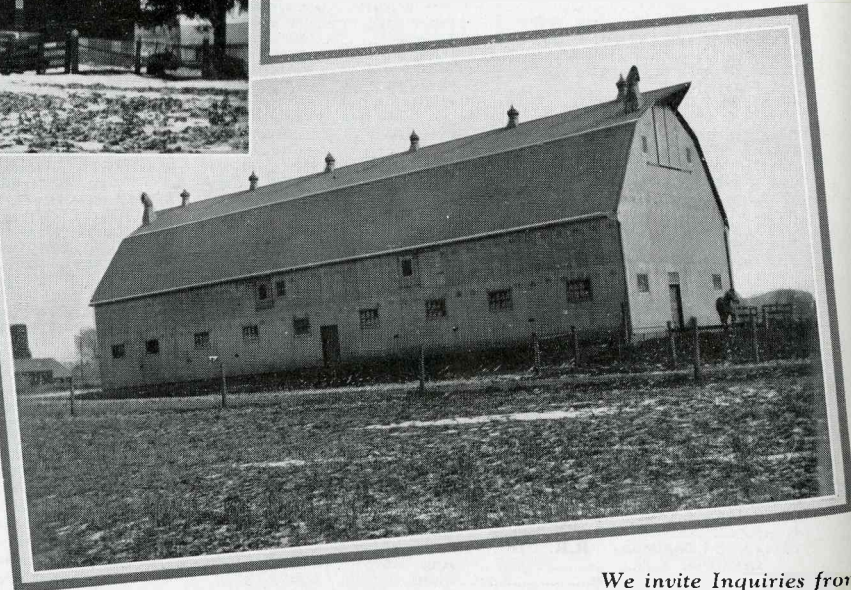
Pedlar's "Louvre" Ventilators add to the appearance of the "Hipel-Pedlar" Barn shown on the right.



Illustration on the left is a "Hipel-Pedlar" Barn—48' x 68' erected in 1936. Note the Majestic Ventilators.



On the right is a modern "Hipel-Pedlar" Horse Barn 40' x 110' Covered with Pedlar's Council Standard Roofing and Siding and Majestic Ventilators



We invite Inquiries from Plans and Prices will be Gladly

THROUGHOUT THE PROVINCE OF ONTARIO VENTS AND BARN & STABLE EQUIPMENT

On the right is an attractive group of "Hipel-Pedlar" Buildings including Main Barn, size 40' x 110' and Implement Shed, size 26' x 56' x 14'. Council Standard Roofing and Siding, Majestic Vents.



The imposing Building shown on the left is a new "Hipel-Pedlar" Barn 34' x 70', equipped with Litter Carrier and Track.

Council Standard Roofing and Siding.

There is a "Hipel-Pedlar" Barn in your district. Refer to Pages 69-70.



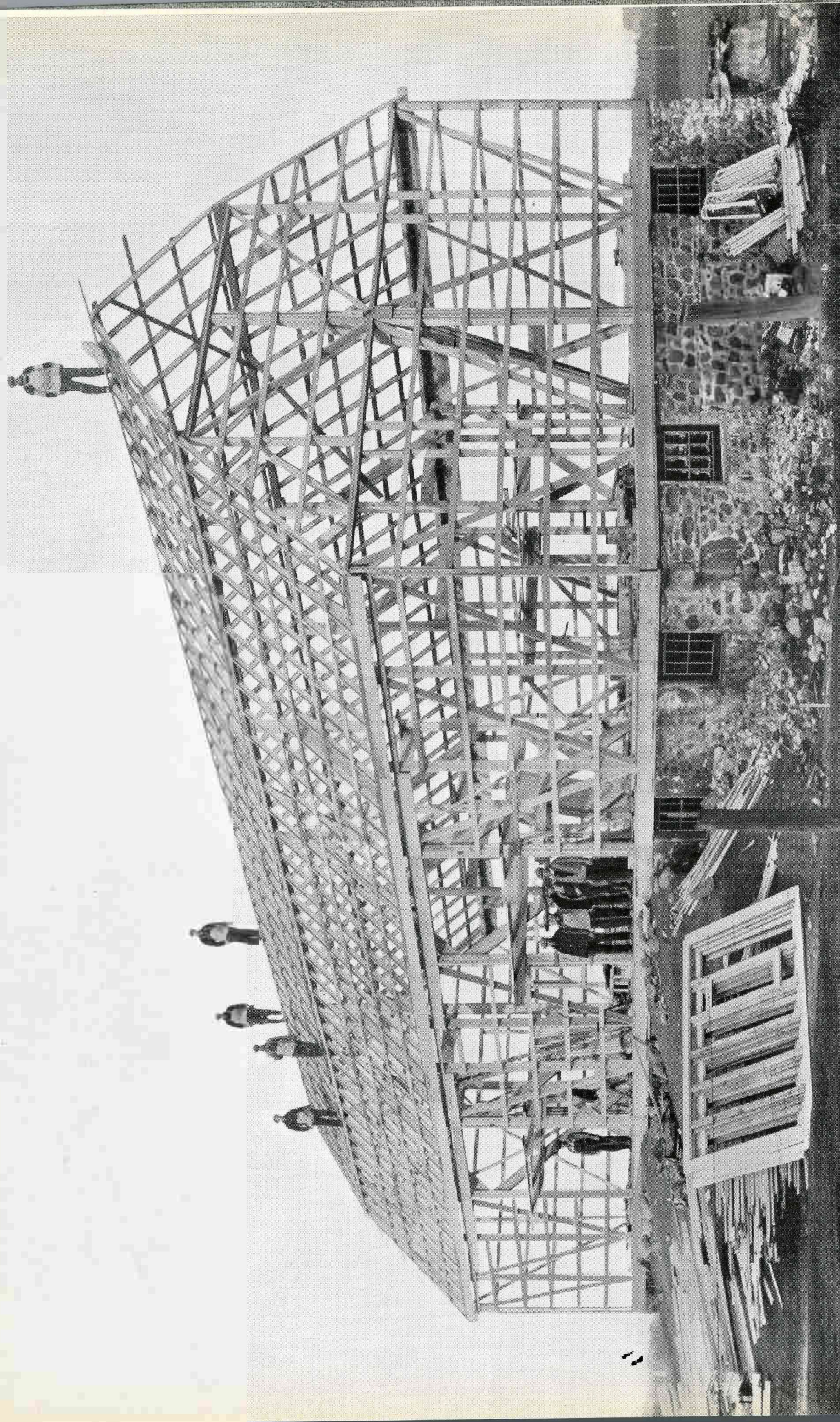
The "Hipel-Pedlar" Barn has a patented Truss and is the strongest Barn built.

It will pay you to see one of these modern buildings before you close your contract.

Refer to Pages 69-70 and you will find a list of "Hipel-Pedlar" Barns that have been erected in Ontario.



Prospective Builders.
Submitted Without Obligation.

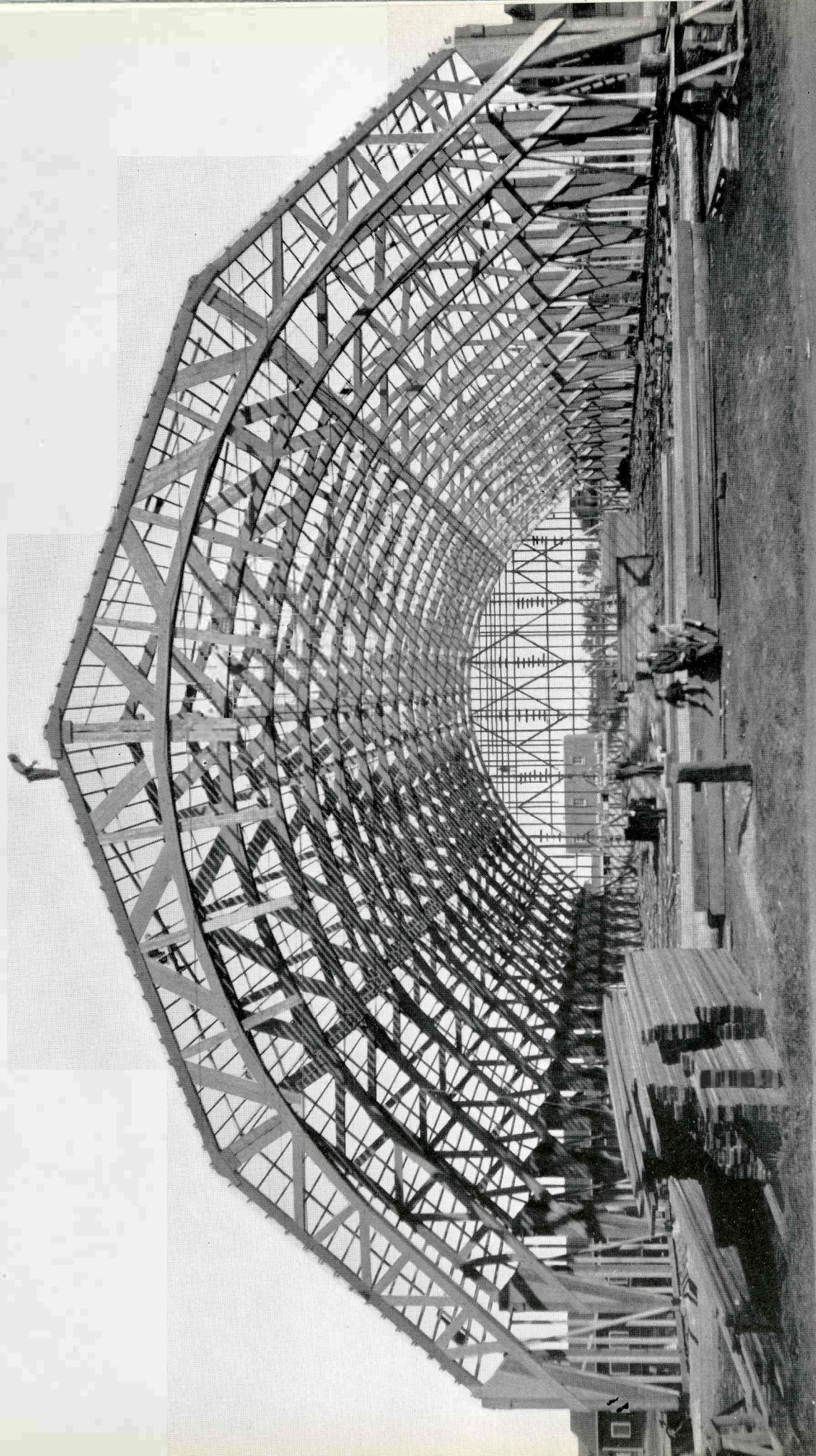


"HIPEL PEDLAR" BARN
UNDER CONSTRUCTION FOR

MR. RUSSELL SPINKS,
BURKETON, ONT.



MODERN "HIPEL-PEDLAR" BARN ERECTED IN 1934
FOR MR. RUSSELL SPINKS, BURKETON, ONTARIO
COVERED WITH COUNCIL STANDARD PEDLARIB
AND EQUIPPED WITH PEDLAR'S STALLS,
HAY CAR AND LITTER CARRIER

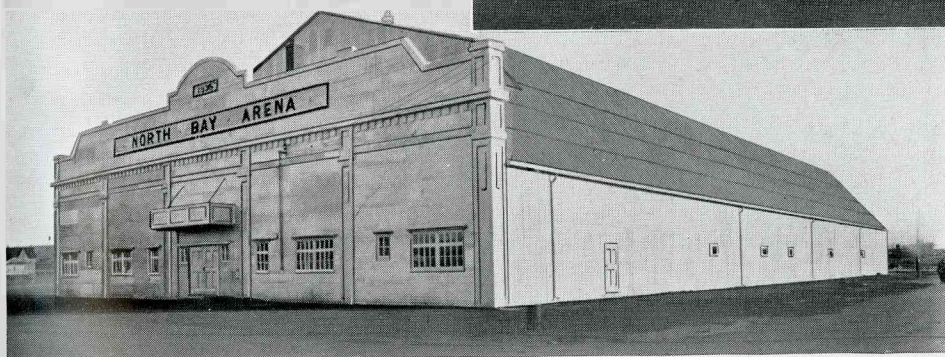
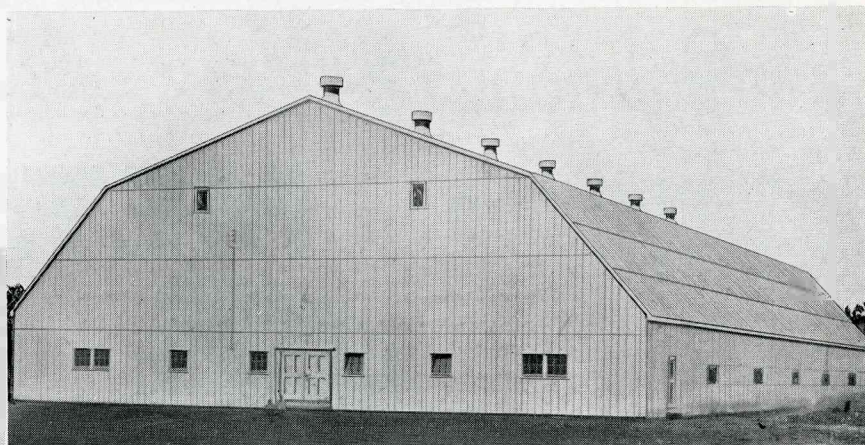


"HIPEL-PEDLAR" ARENA
UNDER CONSTRUCTION
NORTH BAY

"Hipel-Pedlar" Arenas are Modern in Every Detail

Right - - Thorold Arena

Below - - North Bay Arena



Where you may see a
"HIPEL-PEDLAR" ARENA

Bracebridge.	Lindsay.
Creemore.	North Bay.
Elora.	Ottawa.
Exeter.	Penetang.
Gravenhurst.	Schreiber.
Huntsville.	Thorold.

Arches span the whole width
of Building.

No Posts to block the view
of spectators.

Excellent Ventilation.

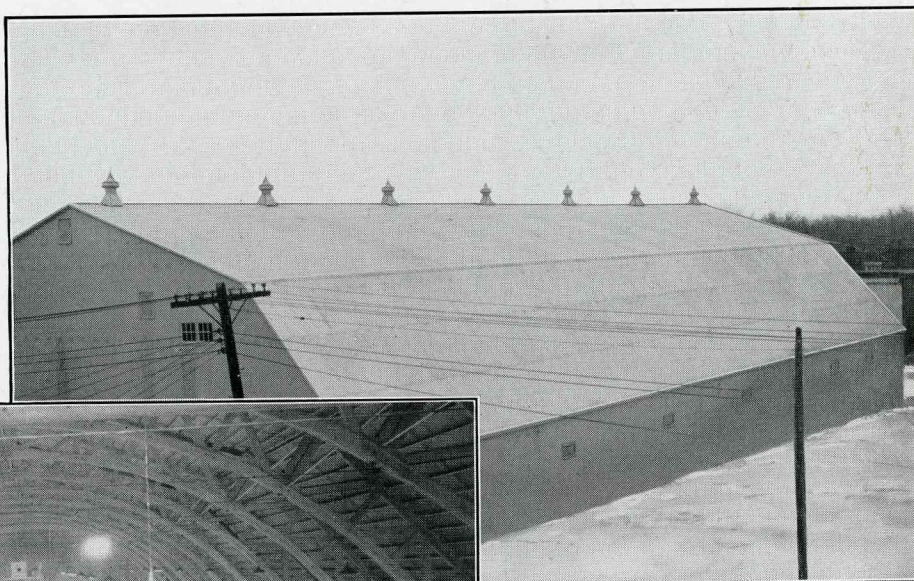
Perfect Illumination.

Players Rooms heated and
equipped with Shower Baths.

Pedlarib Roofing,

Pedlarib Siding,

Majestic Vents.



LINDSAY ARENA

A wonderful example of the
superiority of "Hipel-Pedlar"
Arenas over other types of construction.

100 Feet wide—218 Feet long.

Ice Surface—80 ft. x 180 ft.

Accommodation for 2500
people.

Erected in 1934.

PEDLARS

*Introduce
a*

New Multi-Duty.

METAL LATH

2 COAT
WORK
PLASTER-
SAVING

HEAT
AND COLD
INSULATING

SOUND
DEADENING

DAMP
PROOFING

CRACK
PREVENTING

BACK-
PLASTERING



Made in Various Weights in both
Painted and Galvanized.

-- COMBINING --

Pedlar's Fireproof Metal Lath

WITH

**Waterproof Insulation Backing
for Stucco Work**

Here is an opportunity every Farmer has been waiting for, and now is the time to consider remodelling the old farm homestead and making a new home in keeping with the times at a very moderate cost.

MODERNIZE YOUR HOME

and STUCCO with

Pedlar's Insulating Metal Lath

No More Worry over Painting Bills

Fuel Bills are Reduced

AND THINK OF

The Beautiful Appearance

OF

STUCCO

THE IDEAL BASE FOR STUCCO WORK

Universal Metal Lath as a base for Stucco cannot be excelled and offers the Home Owner a Metal Lath with Insulation Backing at a big saving in cost over other types of Lath.

"Stucco"

- for -

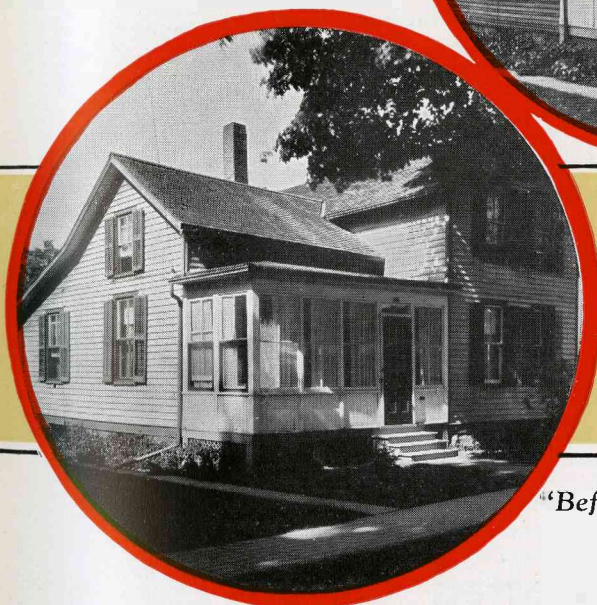
Beauty



"Stucco"

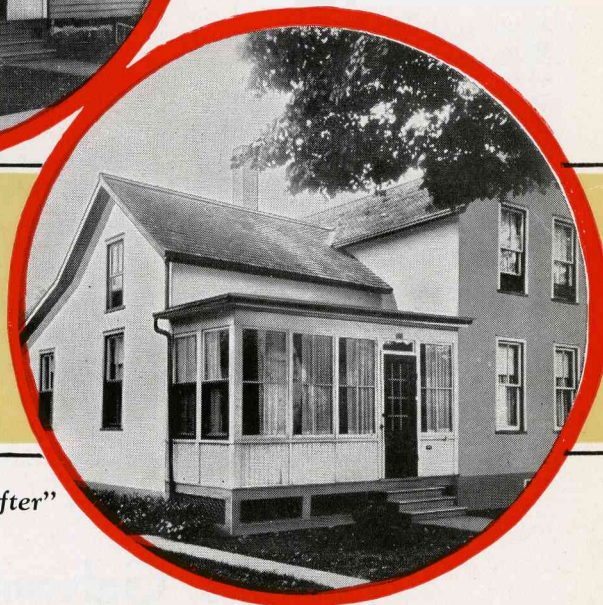
- for -

Permanence



"Before"

"After"



The above Photographs show what can be accomplished by using "Universal" Metal Lath over Clapboard Siding and finishing with Stucco.

Fuel Bills are Reduced

— — —

Painting Bills are Eliminated.

MODERNIZE YOUR OLD HOME WITH UNIVERSAL METAL LATH!

Old Frame or Clapboard buildings may be rejuvenated, and their appearance and value decidedly increased by transforming them into modern Stucco buildings.

STUCCO HOMES HAVE A BEAUTY ALL THEIR OWN!

WEATHERPROOF

—

FIREPROOF

—

DURABLE AND LOWER IN COST

We will gladly forward samples and prices to any interested farmer without any obligation.

—Universal Lath is Made in Both Flat Lath and Rib Lath—

Pedlar's Steel Well Curbing

SAFE - SANITARY - DURABLE

WELL CURBING

Sizes up to and including 36 in. are made in slip-joint sections covering 2½ ft.

Larger sizes supplied in longer lengths with couplers.

Gauges				
Diam.				
12 in.	22	..	..	..
15 in.	22	..	..	..
18 in.	22	..	..	..
21 in.	22	..	..	..
24 in. x 22	..	..	..	..
30 in.	.. x 20	18	..	..
36 in.	.. x 20 x 18	..	..	..
42 in.	..	..	18	..
48 in.	..	..	18	..
60 in.	..	..	..	16
72 in.	..	..	..	16
84 in.	..	..	..	16

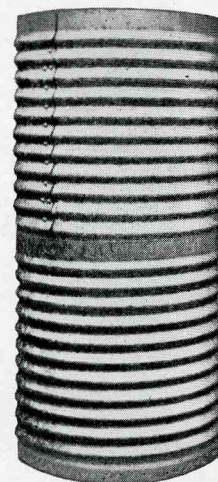
(x) Denotes Stock Sizes.

Diameters shown are "Inside Measurements", and a clearance of 1¼ in. should be added for "Outside Diameter".

MANY of the ills of man and beast are traceable to impure drinking water. The best protection is prevention. Pedlar's Well Curbing assures clean, pure water because no insects, rats or other burrowing or gnawing vermin can get through the heavy galvanized metal and there will be no crevices for earth to work through and befoul the water. It is impossible for accidents to happen in digging a well if you use Pedlar's Well Curbing. The metal will not become fungus, like wood; nor can surface water flow in if the Culvert is above ground level at top. Our Well Curbing is made in sections to facilitate installing and is deeply corrugated for strength.

Diameters up to and including 36 inch Diameter are made in sections 30 inches long with Slip Joint Ends for easy joining in the well.

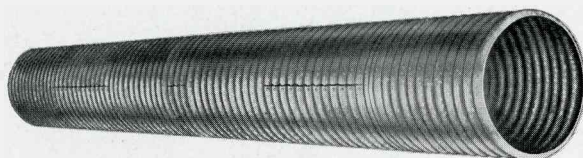
Larger Diameters have the Sections Rivetted into long lengths. These in turn are joined with Coupling Bands which are supplied Free.



Note how Sections of Well Curbing up to and including 36" are joined.

Pedlar's Galvanized Corrugated Culverts

FOR FARM ENTRANCES AND MUNICIPAL DRAINAGE



Pedlar's Corrugated Metal Culverts have been in use for over a quarter of a century. They are Strong, Durable and Economical, and will carry all Modern Traffic. All Pedlar Culverts are made from the Best Copper Alloy Sheets protected with a 2-ounce coating of Galvanizing per square foot. The Sheets are Produced and Galvanized in Canada. Pedlar Culverts are made in sizes from 10 inches to 96 inches, and in any lengths which are required.

Write for our Complete Culvert Catalogue giving full information on Pedlar's Corrugated Culverts, Free-Flow Culverts and Arch-Abutment Culverts.

Pedlar's Expanded Metal Tree Protectors

The Most Effective Safeguard Against Mice and Rabbits

for YOUNG FRUIT TREES, SHRUBBERY and PLANTS

used and recommended by

FRUIT GROWERS, HORTICULTURISTS and
EXPERIMENTAL FARMS throughout the Dominion.



Mice cannot
"girdle" trees
that are
protected
like this

*One Tree destroyed will cost more than
Tree Protectors for a large Orchard.*

Mice and Rabbits *Destroy* Orchards!



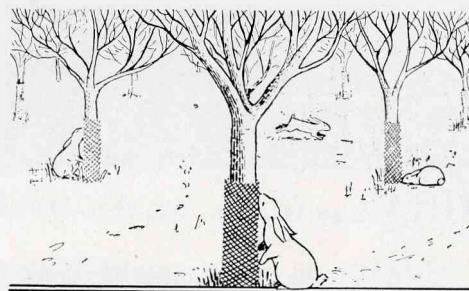
*Pedlar's Expanded
Metal Tree
Protectors.*

Many promising young Orchard Trees are killed each winter by being "girdled" by mice or rabbits. When the snow begins to melt at the base of the tree in late winter, the hungry rodents work their way out and eat the tender bark close to the ground. Rabbits, of course, work higher up the tree trunk, but the one Pedlar Metal Protector will give the necessary protection.

Many a fine young Orchard has been despoiled of valuable trees in this manner.

Pedlar's Expanded Metal Tree Protectors are made with a small Diamond Mesh—too small for the smallest mouse to squeeze through. They are painted with Red Oxide Paint and are rolled ready to be placed around the tree.

Galvanized Protectors can also be supplied on special orders at a slight additional cost over painted Protectors.



*Jack Rabbits cannot do any damage against
Trees protected with metal.*

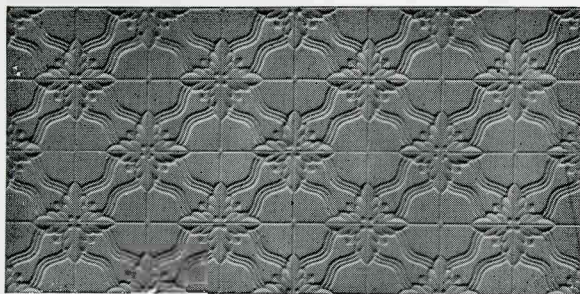
Catalogue Number	Name	Kind	Size	Number in Each Bundle	Weight Per Bundle
778A	Expanded Metal	Painted Red	12" High, 18" Circum.	25	10 Pounds
778B	Tree Protectors	Painted Red	18" High, 18" Circum.	25	15 Pounds
778C	" "	Painted Red	24" High, 18" Circum.	25	20 Pounds
778D	" "	Painted Red	30" High, 18" Circum.	25	25 Pounds
778E	" "	Painted Red	36" High, 18" Circum.	25	30 Pounds

Special Size Tree Protectors can be Supplied to Order.

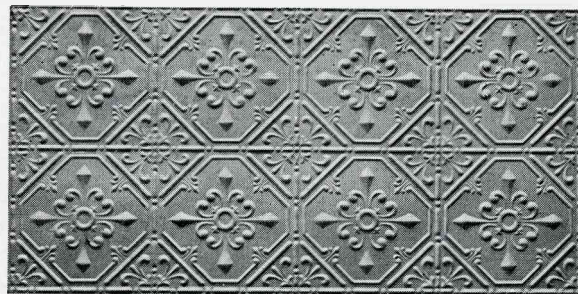
Metal Ceilings and Wall Designs

For Dining Rooms, Living Rooms and Kitchens, Community Halls, Churches, Schools and Stores

We are showing here a few of the more attractive designs which will improve the appearance of any room, and which are stocked ready for quick shipment.

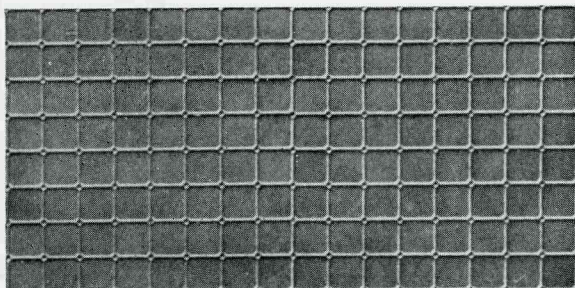


Design No. 172—Size Plate—24"x48".

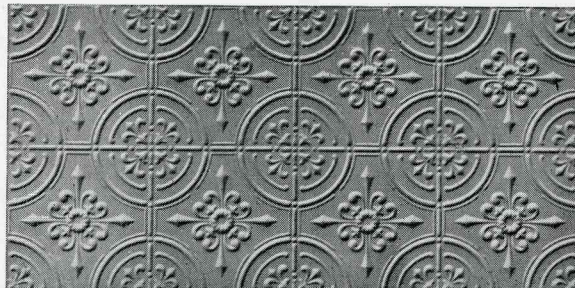


Design No. 188. Size Plate—24"x48".

HAVE YOU CONSIDERED YOUR MILK HOUSE?
METAL CEILING AND WALLS ARE IDEAL.



Design No. 184. Size Plate—24"x48".



Design No. 239. Size Plate—24"x48".

ACCURACY in taking measurements is of the greatest importance. We cannot be responsible for the result of work prepared from incorrect measurements and information.

Make a plan of your room indicating shape; measurements to be taken on wall line, so as to indicate all offsets and projections, if any; total lengths should be given to verify divided measurements on broken or irregular walls. All measurements should agree.

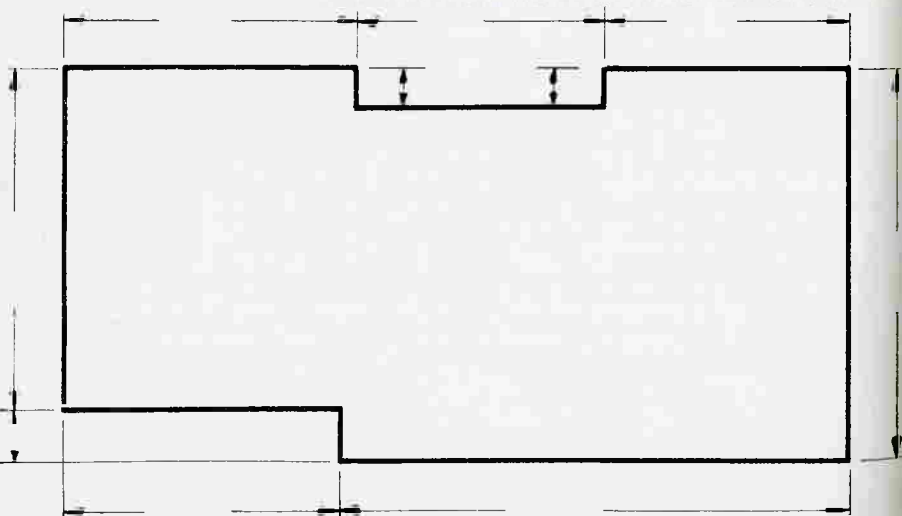
Dimensions differing in any way from those used in preparing our Construction Drawings will make a difference in the material required. Such differences must be made good only at the expense of the purchaser.

Customers may select the Field Panel, make a sketch of the room, state the height of the walls and leave to us the selection of suitable trimmings.

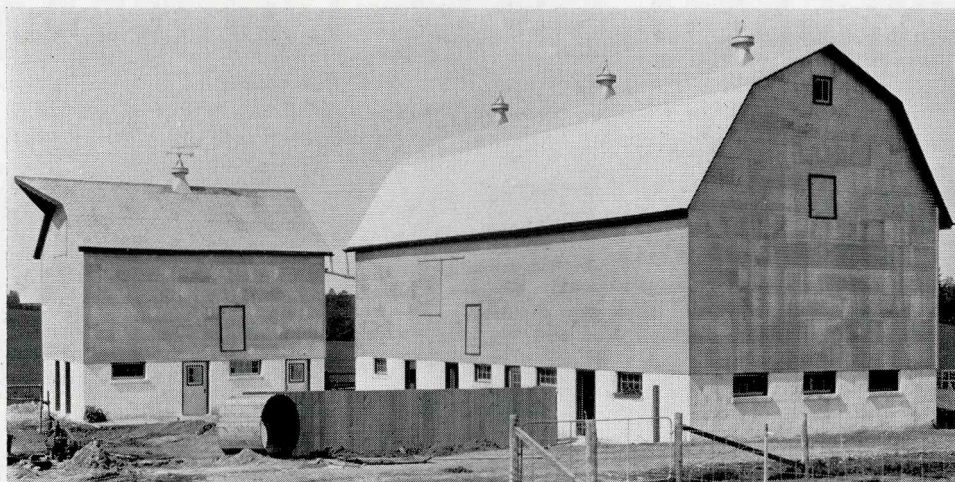
Our designing Department is at your service in preparing sketches and suggestions.

We supply simple, concise Construction Blue Prints, free, with every Ceiling shipped, making it easy to apply our Metal Ceilings and obtain an attractive arrangement.

We also supply Coves, Moulds and Fillers to match any Design you may choose.

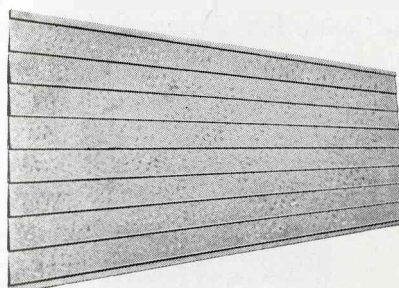


PEDLAR'S
Council
Standard
Roofing.
Majestic
Vents
and
Weather Vane.



Modern
Farm Buildings
Covered
with
PEDLAR'S
Galvanized
Clapboard
Siding.

Pedlar's Galvanized Clapboard Siding



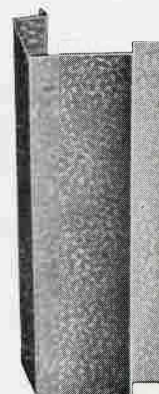
No. 755.

Galvanized Clapboard Siding.
28 Gauge. Shipping Weight—75 lbs.
Also supplied in Council Standard Brand.
Standard Size Sheets—32" x 96"
and 32" x 120".

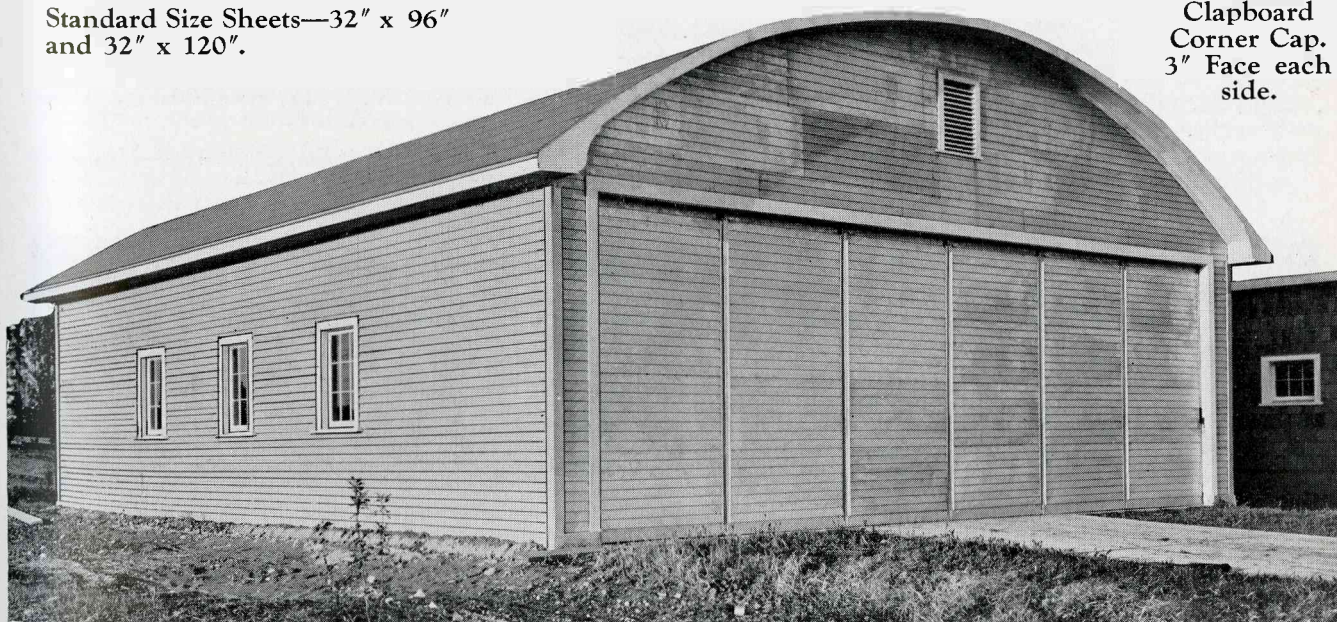
Extensively used over Frame Buildings, including—Garages, Implement Sheds, Barns and Hangars.

We recommend notching the Studs to receive the Clapboard Sheets.

End Laps should be nailed at the upper end of each "board".



No. 689.
Clapboard
Corner Cap.
3" Face each
side.

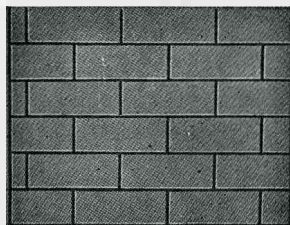


Typical Aeroplane Hangar covered with Pedlar's Clapboard Siding.

PRESSED STEEL SIDINGS

Pedlar's Sidings are the most perfect reproductions of Brick and Stone that have ever been produced from Steel Sheets.

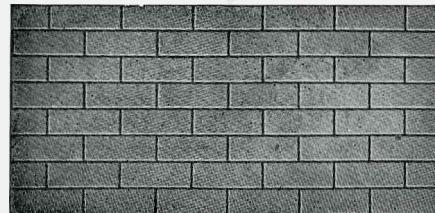
DURABLE — FIREPROOF — ATTRACTIVE — ECONOMICAL



No. 700.
PLAIN BRICK SIDING
(17½" x 22½").
Made with Side Lock, 37 Sheets to a Square.
Ship. Weight
No. 700A—30 Ga. Ptd. Red, 62 lbs.
No. 700B—28 Ga. Galv. 70 lbs.

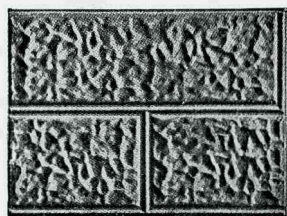


No. 720.
BRICK CORNER CAP
Each Face 6".
No. 720A—30 Ga., Ptd. Red.
No. 720B—28 Ga., Galv.

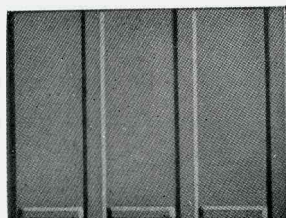


No. 700N.
PLAIN BRICK SIDING
(24½" x 49").
12 Sheets to a Square.
Shipping Weight
No. 700NA—30 Ga., Ptd. Red, 54 lbs.
No. 700NB—28 Ga., Galv. 70 lbs.

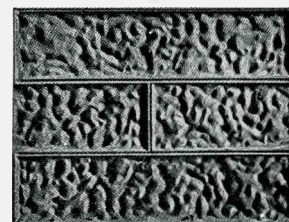
All Pedlar Pressed Steel Sidings are sold per 100 sq. ft. "covering measure" with due allowance for laps.



No. 702.
"OSHAWA" STONE SIDING
(16½" x 22½").
Locked on all sides, 39 Sheets to a Square.
Ship. Weight
No. 702A—30 Ga., Ptd. Grey, 65 lbs.
No. 702B—28 Ga., Galv. 80 lbs.
Wind and Stormproof when properly applied.



No. 701.
"MANITOBA" or ELEVATOR SIDING
(17½" x 22½").
37 Sheets to a Square.
Ship. Weight
No. 701A—30 Ga., Ptd. Red, 60 lbs.
No. 701E—28 Ga., Galv. 75 lbs.
Has Special Side Locks to prevent buckling with the settling of building.



No. 707.
"ROCK FACED" STONE SIDING
(17¼" x 23¼").
36 Sheets to Square.
Ship. Weight
No. 707A—30 Ga., Ptd. Grey, 58 lbs.
No. 707E—28 Ga., Galv. 68 lbs.
Very Bold in appearance. Makes a striking Finish.

We recommend these attractive Designs for covering all types of Buildings: Stores—Houses—Implement Sheds—Boat Houses and Garages.



No. 706.
"ROCK FACED" BRICK SIDING
(17¼" x 23¼").
36 Sheets to Square.
Ship. Weight
No. 706A—30 Ga. Ptd. Red, 58 lbs.
No. 706E—28 Ga., Galv. 68 lbs.



No. 721.
BRICK CORNER CAP
Each Face 6".
No. 721A—30 Ga., Ptd. Red.
No. 721B—28 Ga., Galv.



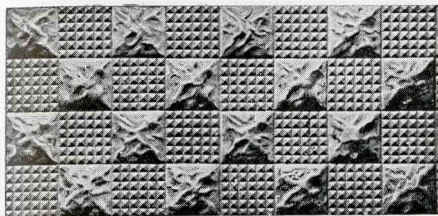
No. 691.
CORNER CAP
Each Face 2".
For use with any Pressed Steel Siding.



No. 710.
"ROCK FACED" BRICK SIDING
(24" x 48").
12 Sheets to a Square.
Shipping Weight
No. 710A—30 Ga., Ptd. Red, 52 lbs.
No. 710B—28 Ga., Galv. 67 lbs.
Large size Sheets minimize the number of joints.

PRESSED STEEL SIDINGS

The most economical form of permanent siding that can be obtained, as they are much cheaper than brick, cement or clapboard. Supplied in attractive designs.



No. 708—"IMITATION CUT STONE" Siding.

12 Sheets to a Square (24½"x49").

No. 708A—30 Gauge, Ptd. Grey, Shipping Weight—54 lbs.

No. 708B—28 Gauge, Galv., Shipping Weight 70 lbs.

Designed for foundation or belt course.

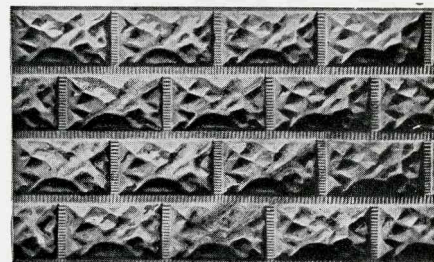
Ideal Siding

for

**IMPLEMENT
SHEDS**

and

STOREHOUSES



No. 709—"ROCK FACED" STONE Siding (24½"x49").

No. 709A—30 Gauge, Ptd. Grey, Shipping Weight 52 lbs.

No. 709B—28 Gauge, Galvanized, Shipping Weight, 67 lbs.



No. 723—Stone Corner Cap. Each Face 12".

No. 723A—30 Ga., Ptd. Grey.

No. 723B—28 Ga., Galv.



No. 709N—"ROCK FACED" STONE 12 Sheets to a Square (24½" x 49").

No. 709NA—30 Gauge, Ptd. Grey, Shipping Weight, 54 lbs.

No. 709NB—28 Ga., Galvanized, Shipping Weight, 70 lbs.

A fine imitation of stone. Lays very close and makes a real job.



No. 722 Stone Corner Cap. Each Face 6".

No. 722A—30 Ga., Ptd. Grey.

No. 722B—28 Ga., Galv.

PEDLAR'S "PERFECT" STEEL SIDINGS

These are the most perfect imitations of brick, stone and rock faced walls that it is possible to make for building purposes.

If properly painted and sanded to the natural color of brick, stone and rock, it is almost impossible to distinguish from a short distance the Pedlar "Perfect" Steel Sidings from the genuine materials they represent.

They are the most economical form of permanent siding that can be obtained, as they are much cheaper than clapboards, brick or stone.

Directions for Applying Steel Sidings

FIRST—With spirit level and chalk line get the level of your building entirely around its base, and strike a line corresponding.

SECOND—Nail the Corner Irons in position, being particular to keep them perpendicular.

THIRD—Commence the first row of sheets at the bottom left-hand corner, laying from left to right (except No. 702 which should be started at upper right-hand corner).

FOURTH—The Sheathing does not necessarily need to be close, though the closer the better, and it should be dressed to one thickness.

FIFTH—Start the second row at the same point, but cut the sheet in two so that the joints will be broken, letting the half groove at the bottom of the sheet lap over the first, and fit closely in the half groove at the top of the first sheet.

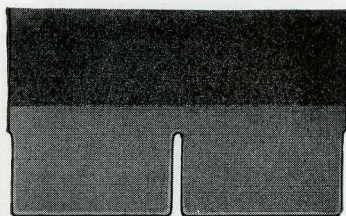
SIXTH—The sheets should be nailed on the flange of the lock (say three nails to a sheet), and when the succeeding rows are placed in position, they should be nailed through at the bottom. An ordinary 1-inch No. 12 wire nail is the proper one to use, and it takes about three-quarters of a pound to apply one square of siding.

SEVENTH—Window and Door Frames should be put in after the Siding is on, but in case the frames are in, the Steel Siding may be applied and faced at the doors and windows, the same as for Wood Siding; or the frames can be sprung out sufficient to insert the Siding under them.

ASPHALT ROOFINGS AND SIDINGS

FOR HOUSES AND SUMMER COTTAGES

These products are the best quality of Asphalt Shingles that are manufactured, and are made in attractive colors.



No. B. 9—Standard Thick Butt Shingles.

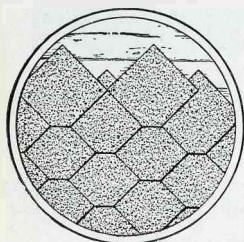
No. B. 9—"STANDARD THICK BUTT"—
Size—12"x20".

Lays 5" to weather. 3 Bdl's. to 100 Sq. Ft.

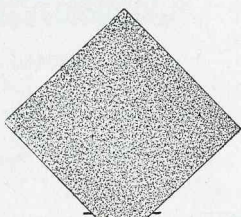
Shipping Weight—210 lbs. per Square.

Plain Colors—Standard Red, Indian Red, Valley Green, Evergreen, Olive Green, Blue-Black, Tapestry Buff, Tapestry Purple, Tapestry Black.

Color Blends—Huron, Laurentian, Rideau, Cobalt, Acadian, Brunswick, Niagara, Art-Blende, Scotia, Muskoka, Saguenay.



No. B. 2—Latite Shingles.



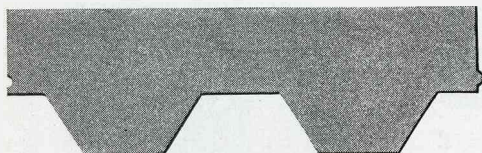
No. B. 2—"LATITE" Shingles
Size 16"x16".

2 Bundles to 100 Sq. Ft.

Shipping Weight—125 lbs. per Square.

Plain Colors—Indian Red, Valley Green, Evergreen, Olive Green, Blue-Black.

Color Blends—Huron, Laurentian, Niagara, Art-Blende.



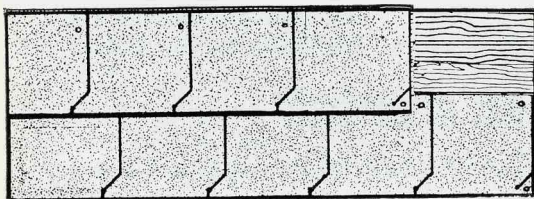
No. B. 7—Hexagon Shingles.

No. B. 7—"HEXAGON" Shingles. Size 36"x11 1/3".

2 Bundles to 100 Sq. Ft.

Shipping Weight—165 lbs. Square.

Same Colors as for B. 2.



No. B. 18—Tru-Lok Shingles.

No. B. 18—"TRU-LOK" Shingles.

Size—12"x15".

2 Bundles to 100 Sq. Ft.

Shipping Weight—125 lbs. Square.

Plain Colors—Indian Red, Evergreen, Olive Green, Blue-Black.

Color Blends—Huron, Laurentian, Acadian, Art-Blende, Saguenay.



Pedlar's
"DURITE"
Roll Roofing

Gun-Metal Finish.
108 Sq. Ft. per
Roll
36" Wide.

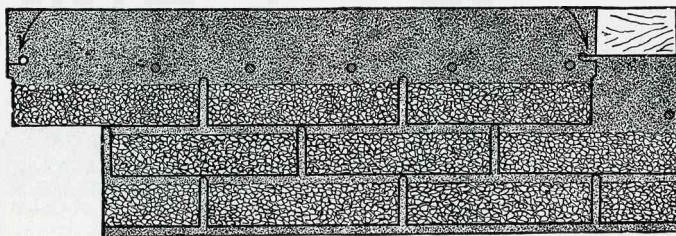
Nails and Cement
enclosed with
every Roll.

No. 812A—Light—35 lbs. per Roll.
No. 812B—Medium—45 lbs. per Roll.
No. 812C—Heavy—55 lbs. per Roll.



No. C. 4—SHINGLE DESIGN ROOFING
36" Wide, 108 Sq. Ft. per Roll. Shipping
Weight—90 lbs.

Colors—Standard Red, Indian Red, Valley Green, Holly Green.

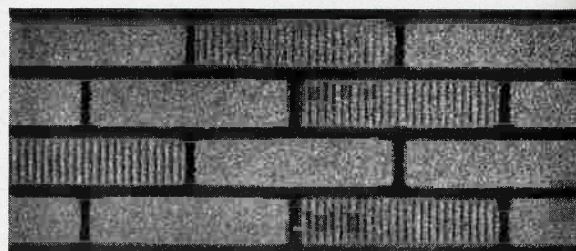


"ART-BRIC" SIDING—No. B. 16

Black Mortar Line Only.

Size—30"x6". 2 Bundles per 100 Sq. Ft. Shipping
Weight—200 lbs.

Indian Red, Solid Buff, Tapestry Buff, Tapestry
Purple, Art-Blende.

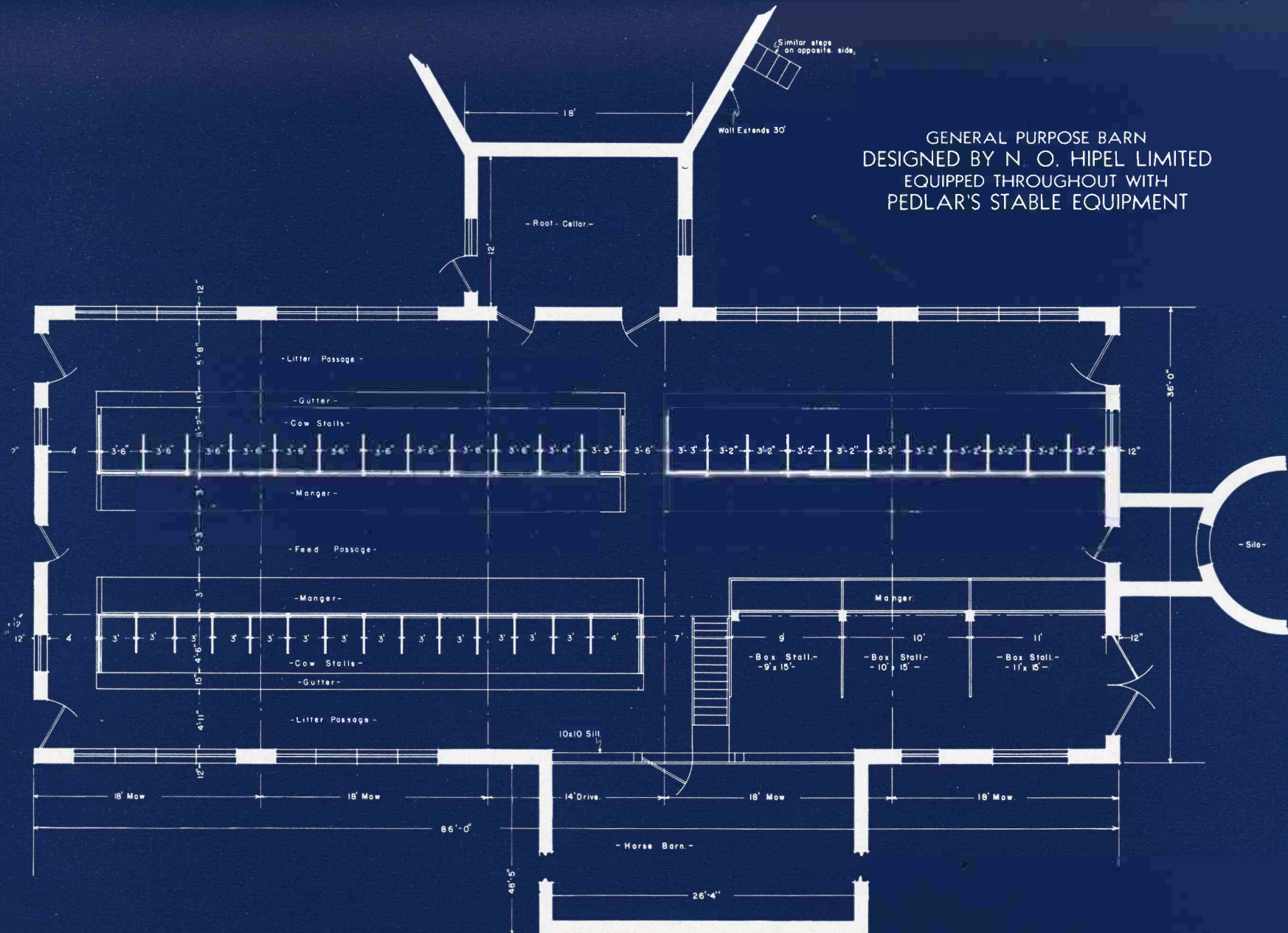


"INSUL-BRIC" SIDING—No. B. 29
(Patented)

Black Mortar Line only—3/8" Thick.
Size—11 1/8"x10'8". Shipping Weight—200 lbs.
Solid Buff, Tapestry Buff, Indian Red, Tapestry Red.

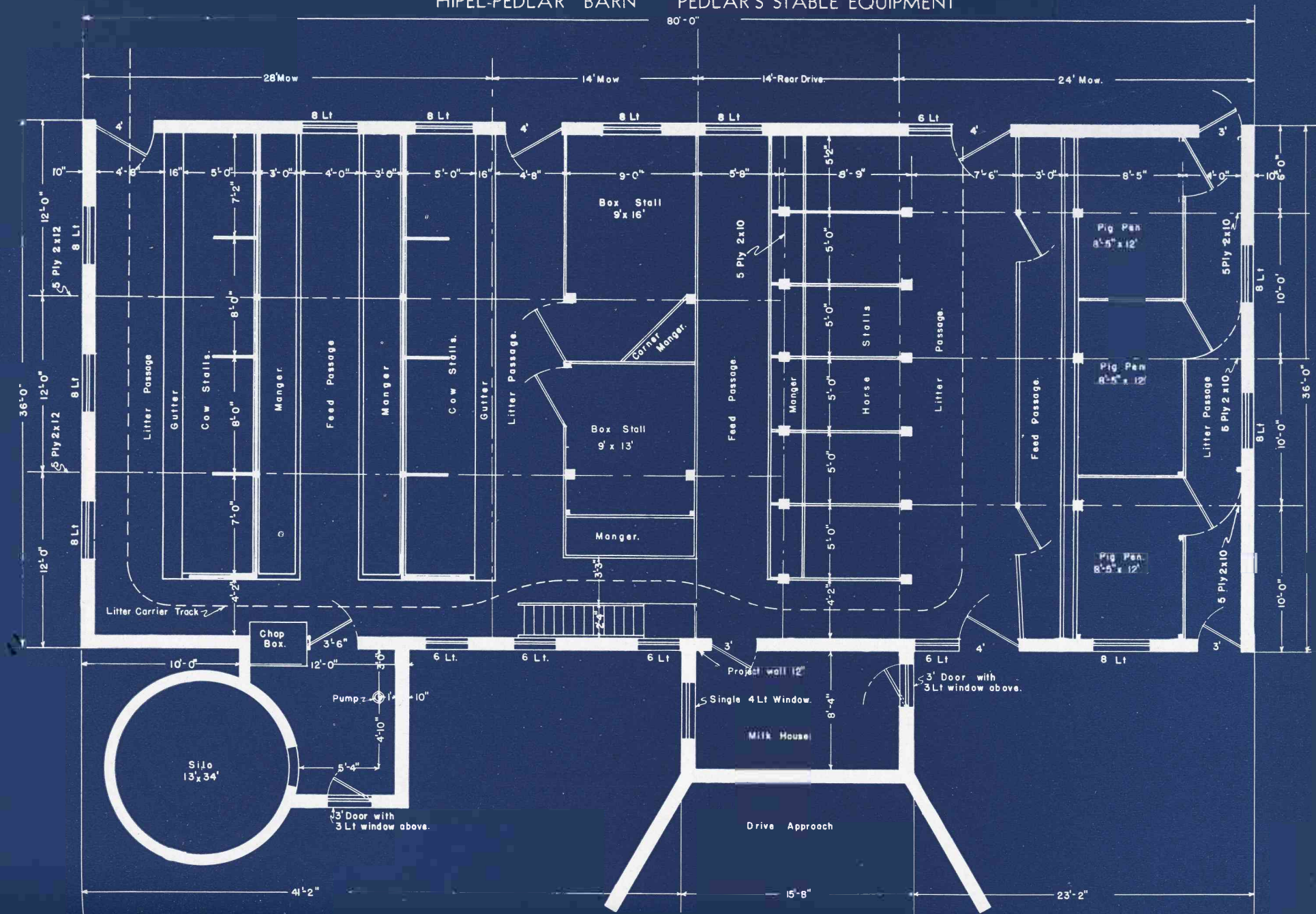
Similar steps on opposite side

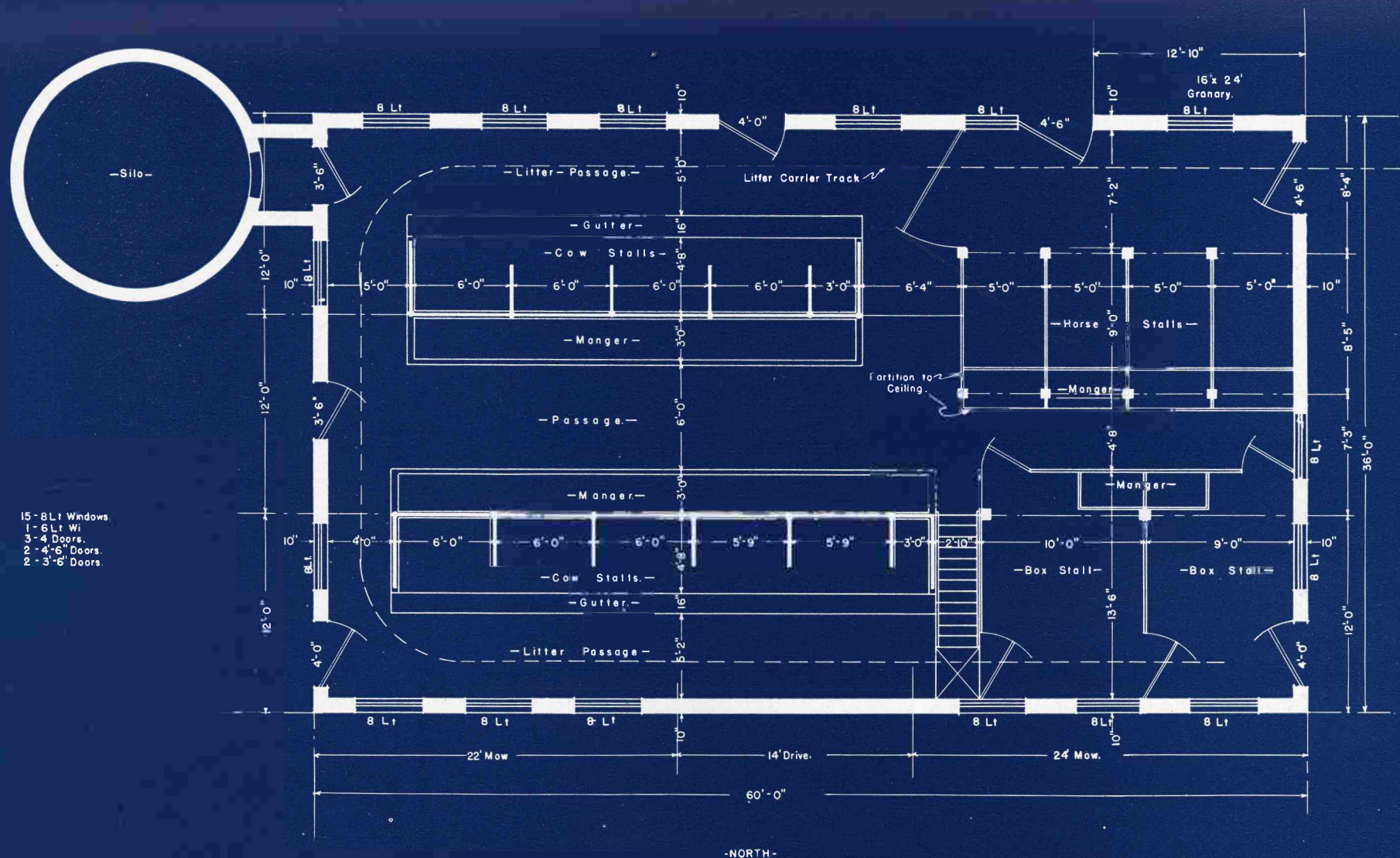
Wall Extends 30'



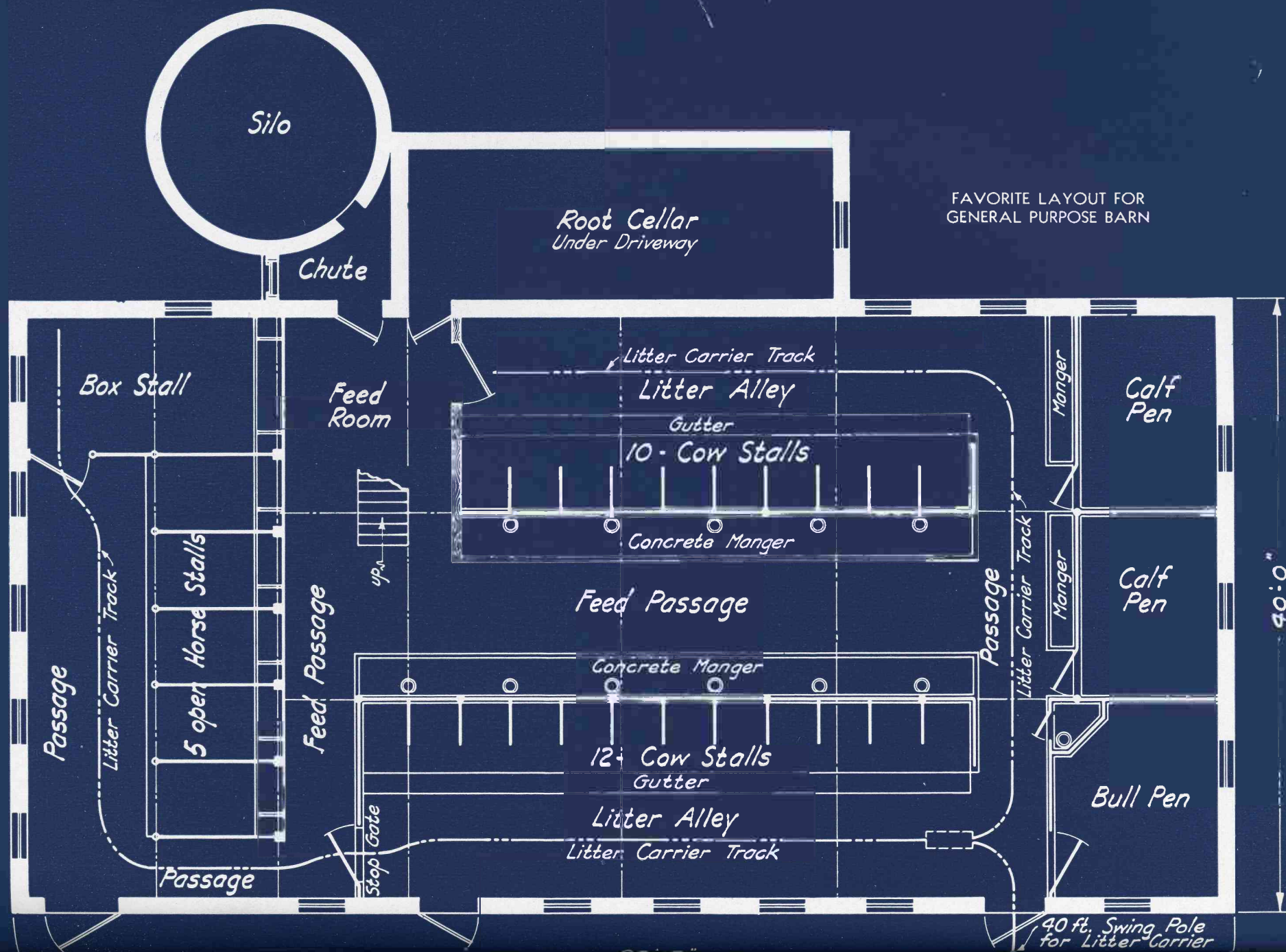
TYPICAL STABLE LAYOUT FOR
"HIPEL-PEDLAR" BARN

EQUIPPED THROUGHOUT WITH
PEDLAR'S STABLE EQUIPMENT



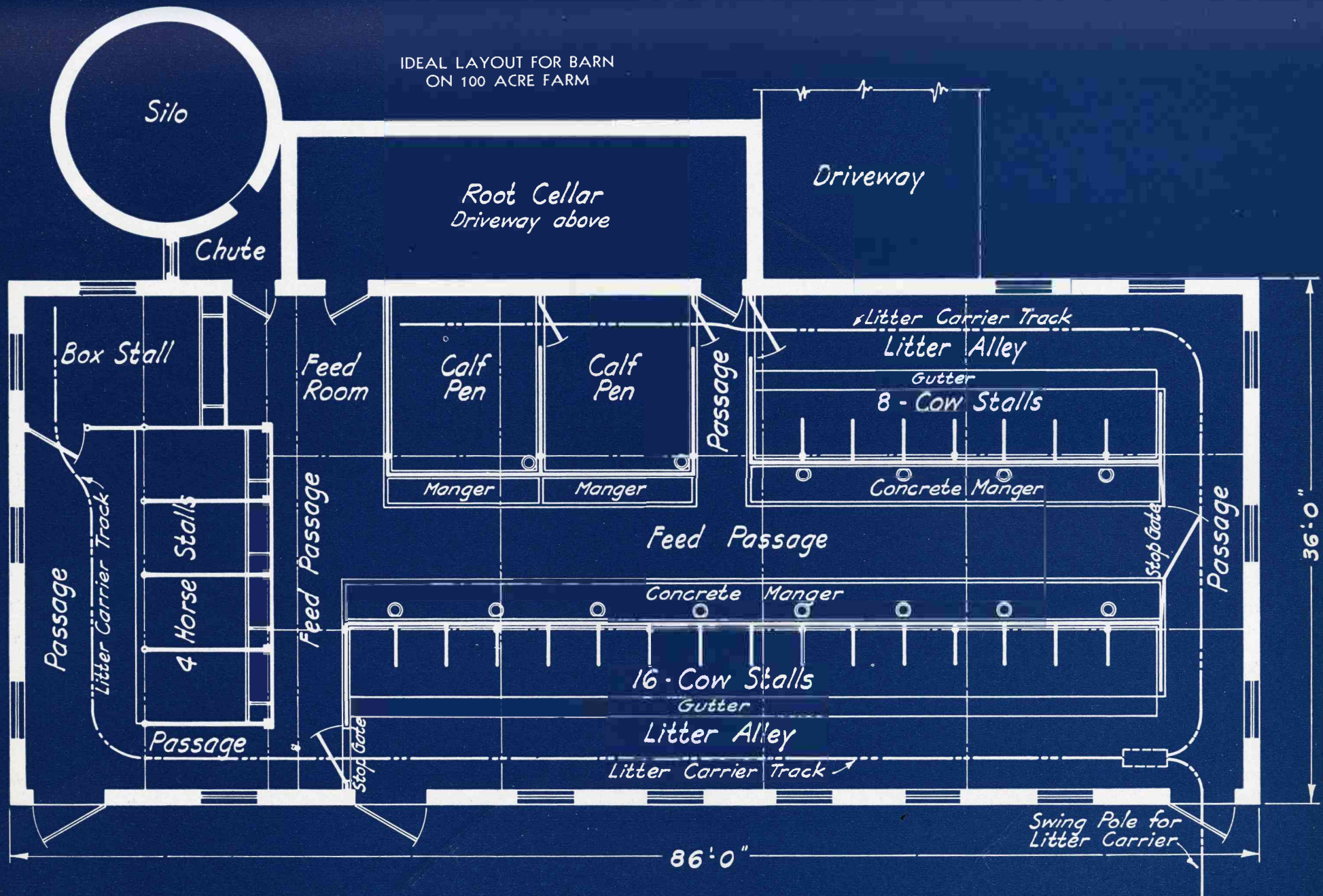


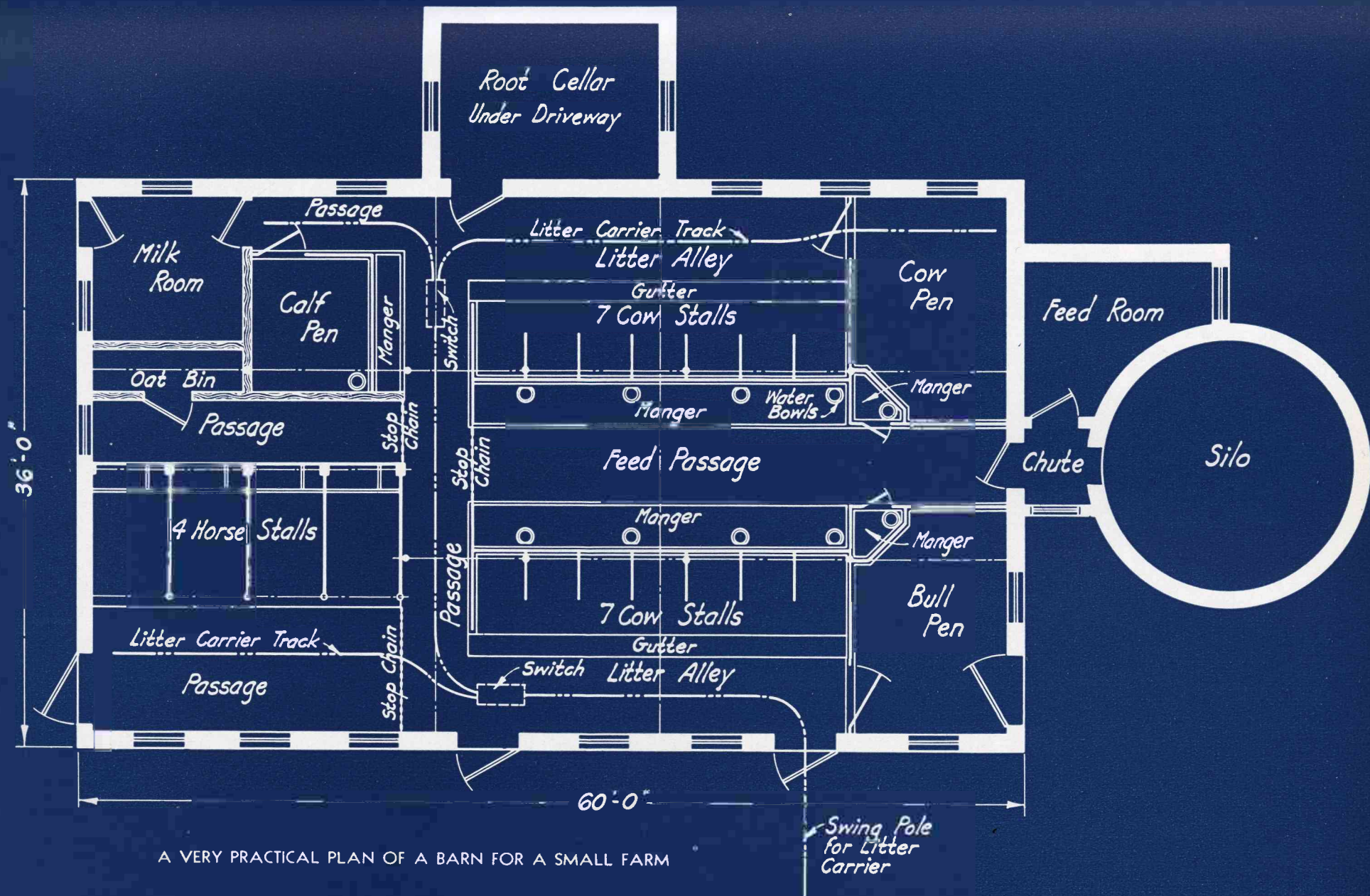
PRACTICAL LAYOUT FOR SMALL BARN
 DESIGNED BY N. O. HIPEL LIMITED
 EQUIPPED WITH
 PEDLAR'S STABLE EQUIPMENT



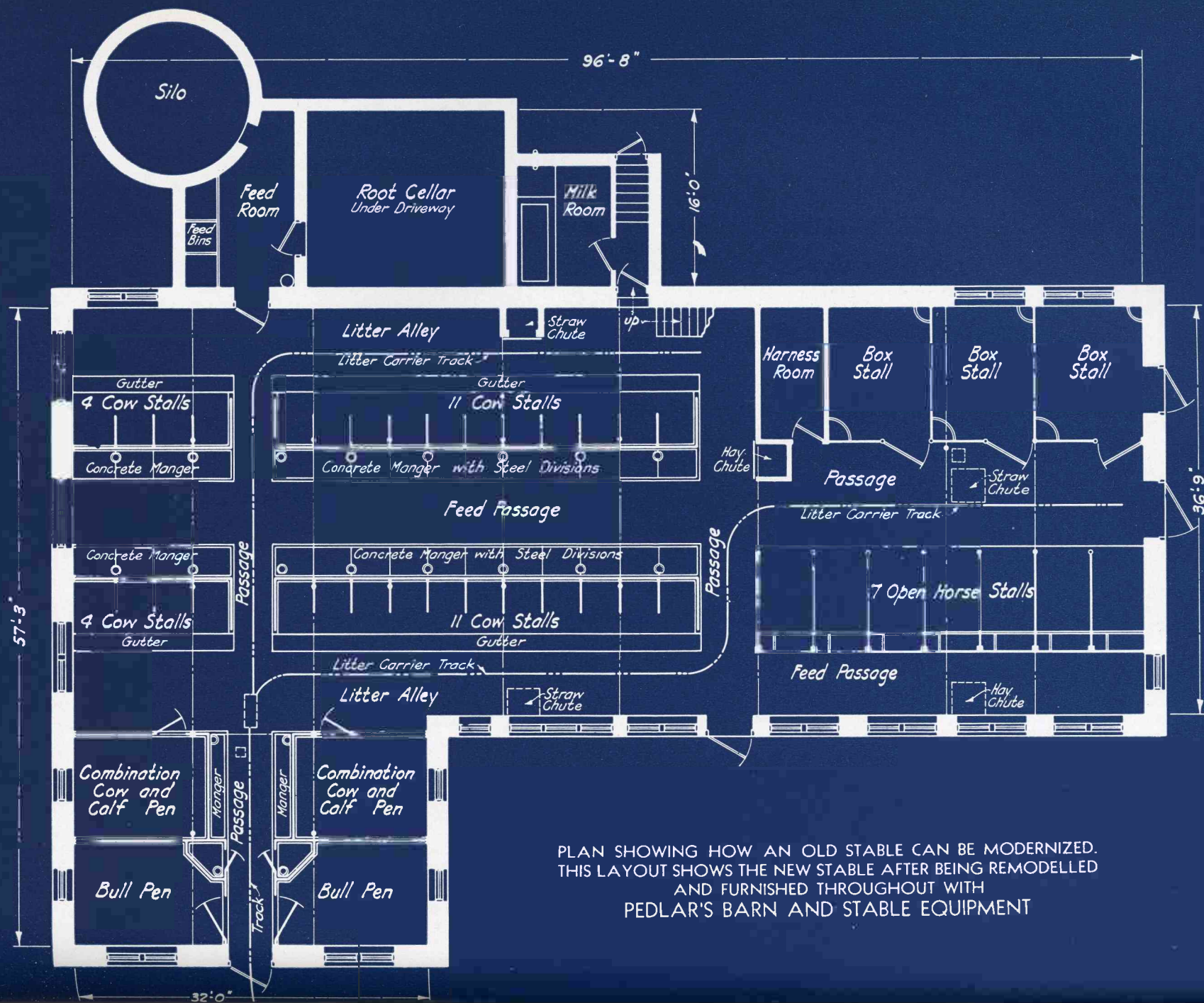
FAVORITE LAYOUT FOR
GENERAL PURPOSE BARN

IDEAL LAYOUT FOR BARN
ON 100 ACRE FARM





A VERY PRACTICAL PLAN OF A BARN FOR A SMALL FARM

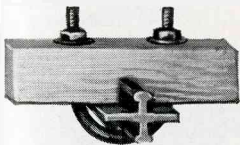
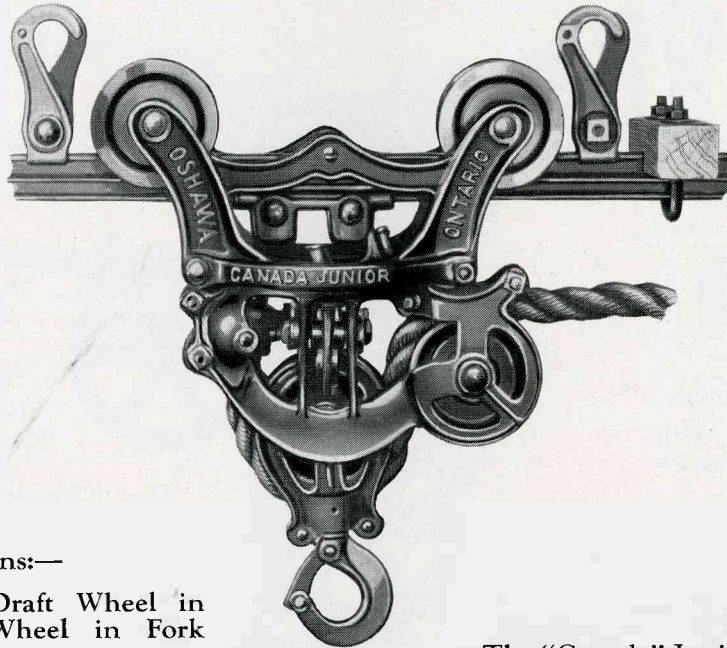


PLAN SHOWING HOW AN OLD STABLE CAN BE MODERNIZED.
THIS LAYOUT SHOWS THE NEW STABLE AFTER BEING REMODELLED
AND FURNISHED THROUGHOUT WITH
PEDLAR'S BARN AND STABLE EQUIPMENT

Pedlar's "Canada" Junior Hay Fork Carrier

No. P. 1

For Use on Steel Track



No. P. 29—End Stop.

Two are supplied with each "Canada" Junior Carrier.

Shipping Weight—
29 Pounds.



No. P. 6—Stop Block.

One supplied with each "Canada" Junior Carrier.

Specifications:—

The diameter of Draft Wheel in Carrier and Rope Wheel in Fork Pulley is 4 inches.

The above Wheels are fitted with Case-Hardened Roller Bearings.

The Track Wheels are 3 inches in diameter on $\frac{3}{4}$ " Cold Rolled Steel Axles.

Bearing on Track (distance between Axles) $10\frac{1}{2}$ inches.

The "Canada" Junior Carrier is of smaller construction than that of the Senior Carrier, but is designed on similar lines.

This type of Hay Fork Carrier was one of the first ever invented, and it is still the most popular Carrier on the market today.

We also manufacture
"Canada" Junior
Wood Track Carrier
No. P. 2.
Similar to the Carrier
shown on this Page.

This Carrier is suitable for any style of Barn. It is a Swivel Carrier which can be run into either mow. By changing the position of the Pulley at the end of the Barn to that of the other, and by a swinging pull on the Draft Rope, the Carrier can be swivelled in the right direction.

Owing to the Wide Flaring Mouth of the Frame and Round-Topped Fork Pulley, there is no danger of the Pulley not registering, no matter at what angle the load is elevated.

The Grappling Hooks act together and grip the Pulley Frame and Pulley, not just the Pulley Wheel only. This prevents excessive wear on the moving parts.

The 4 Track Wheels are run on $\frac{3}{4}$ -inch Cold Rolled Steel Axles, which is a great improvement over the old method of having the Axles part of the Frame of the Carrier. The Steel Axles are stronger, easier running and wear longer.

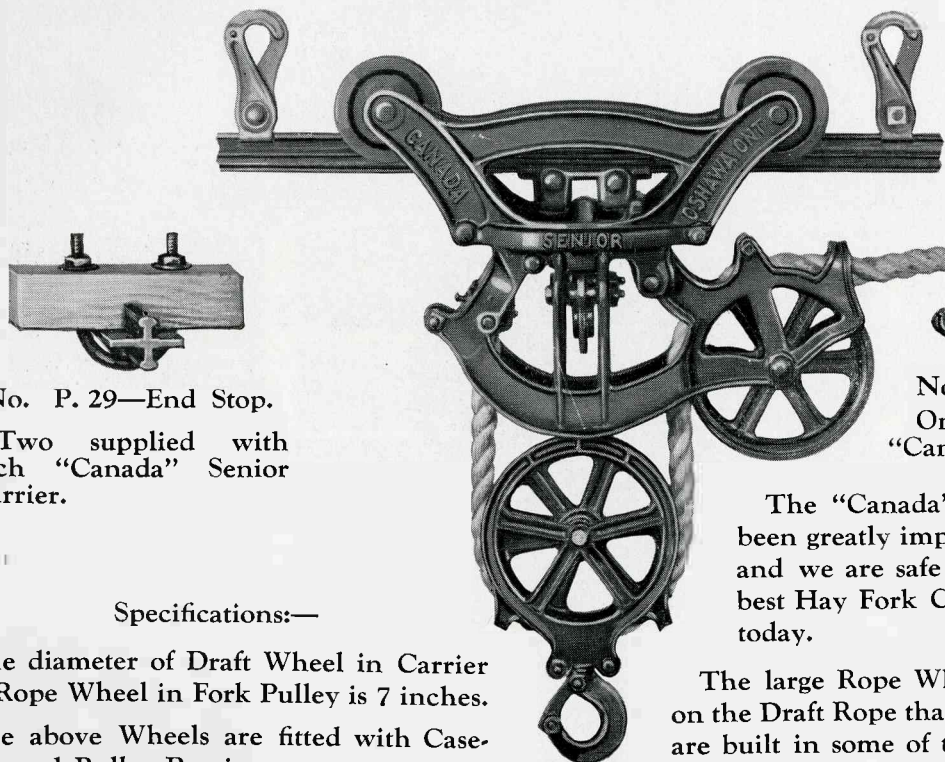
We recommend $\frac{3}{4}$ -inch Best Grade Manilla Rope for this Carrier.

This improved Carrier is an All-Canadian product and embodies both "Pedlar" Quality and Workmanship.

Pedlar's "Canada" Senior Hay Fork Carrier

No. P. 3

For Use on Steel Track



Shipping Weight—
39 lbs.

No. P. 29—End Stop.

Two supplied with each "Canada" Senior Carrier.

No. 6.—Stop Block.

One supplied with each "Canada" Senior Carrier.

Specifications:—

The diameter of Draft Wheel in Carrier and Rope Wheel in Fork Pulley is 7 inches.

The above Wheels are fitted with Case-Hardened Roller Bearings.

The 4 Track Wheels are 3" in diameter, and run on $\frac{3}{4}$ " Cold Rolled Steel Axles.

The distance between the centre of front and rear Axles is 14 inches.

The "Canada" Senior Carrier has been greatly improved in recent years, and we are safe in saying that it is the best Hay Fork Carrier on the market today.

The large Rope Wheels are much easier on the Draft Rope than small Wheels which are built in some of the old models.

Owing to the wide flaring mouth of the Frame and round-topped Fork Pulley, there is no danger of the Pulley not registering, no matter at what angle the load is elevated.

We also manufacture
"Canada" Senior
Wood Track Carrier
No. P. 4.

Illustrated and described
on Page 97.

The Grappling Hooks have a sure grip on the Main Frame of the Pulley—not just the Wheel only.

As with all Pedlar Carriers, it can be swivelled so that it may run into either mow. Carries Hay Fork within 14" of the Track.

The Main Frame of Carrier is Malleable Iron. Track and Rope Wheels are special quality Grey Iron.

We supply 1 Fork Pulley, 1 Stop Block, and 2 End Stops with each Carrier.

The Track Wheels are supported by $\frac{3}{4}$ " Cold Rolled Steel Axles, which is a great improvement over the old way of having the Axles of Malleable Iron. When repairs are required for new Track Wheels or Axles, there is no need to buy the whole side of the Carrier as formerly.

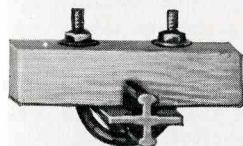
We recommend $\frac{7}{8}$ " or $\frac{3}{4}$ " Best Manilla Rope with this Carrier.

Pedlar's "Canada" Senior Carrier is standard equipment for Modern Barns.

Pedlar's "Canada" Sling Carrier

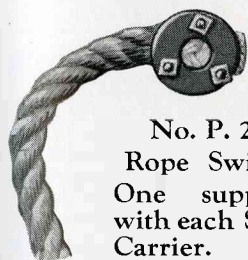
No. P. 5A.

For Use on Steel Track



No. P. 29—End Stop.

Two are supplied with each Sling Carrier.



No. P. 20
Rope Swivel.
One supplied with each Sling Carrier.

Specifications:—

The diameter of Main Draft Rope Wheel is 8 inches, and the Rope Wheels in Sling Pulleys are 4 inches in diameter.

The above Wheels are fitted with Case-Hardened Roller Bearings.

The 8 Track Wheels are 3 inches in diameter on $\frac{3}{4}$ " Cold Rolled Steel Axles.

The Wheels operate in pairs on Oscillating Wheel Trucks to equalize the load on each Wheel.

Pedlar's Canada Sling Carrier is the best designed and easiest running Sling Carrier that money can buy. Built of best materials and very strong.

It can be used with Pedlar's Harpoon Fork (No. P. 18) with Fork Clevis (No. P. 16).

Rope Pulleys are adapted to Centre Trip and End Trip Slings and save you all the trouble and hard work in tightening "Sling Chains" by hand.

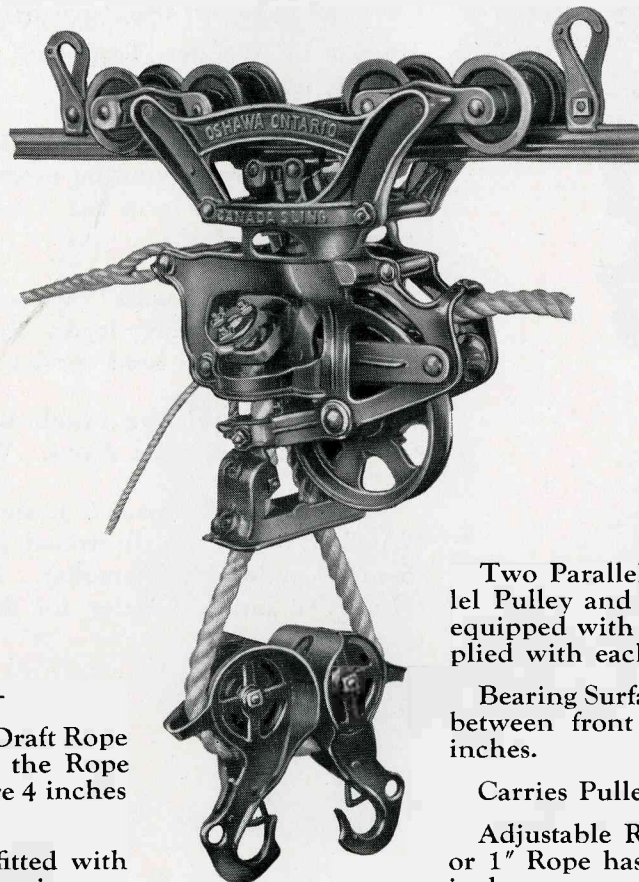
The Sling Carrier lifts its load as it lies on the waggon—at right angles to the Track.

Loads can be carried into the mow at any desired elevation.

As the Carrier is tripped the Rope Clutch binds the Draft Rope and a Dog engages the Ratchet on Draft Rope Wheel. This locks the Wheel and reduces the wear on the rope and prevents any possibility of the load slipping.

Note particularly the compact working parts, the well balanced design, which evenly distributes the load on each of the 8 Track Wheels.

Carrier can be reversed to run into opposite mow by a swinging pull on the Draft Rope.



Shipping Weight—
74 Pounds.



No. P. 6—Stop Block.

One supplied with each "Canada" Sling Carrier.

Two Parallel Pulleys (P. 8) or 1 Parallel Pulley and 1 End Trip Pulley (P. 9) equipped with Roller Bearings, are supplied with each Sling Carrier.

Bearing Surface on the Track (distance between front and rear Axles) is $19\frac{1}{2}$ inches.

Carries Pulleys within 25" of Track.

Adjustable Rope Clutch for $\frac{3}{4}$ ", $\frac{7}{8}$ " or 1" Rope has a Gripping Surface of 8 inches.

Load can be tripped off Stop Block at any height with $\frac{3}{8}$ " Trip Rope.

Parallel Pulleys carry the load at right angles to Track, so there is no danger of load being tripped on the Trip Rope.

Pedlar's "Canada" Sling and Hay Fork Carriers for use on Wooden Track



No. P. 4.
"Canada"
Senior Hay
Fork Carrier
for
Wooden Track.

All Pedlar's "Canada" Wood Track Carriers will operate on Wooden Track *full* 4 inches wide and up to 4½ inches in depth.

For full information regarding any of these Carriers refer to the corresponding model for use on Steel Track. The only change is in the Track Head Frame—working parts are identical.

No. P. 4—"Canada" Senior Hay Fork Carrier is constructed to carry heavy loads. It is made from best quality materials for long, hard service.

Track Wheels are 3 inch diameter and are fitted with ¾" Cold Rolled Steel Axles. Weight—39 pounds.

No. P. 2—"Canada" Junior Hay Fork Carrier for Wooden Track, not illustrated, is similar in design to our Senior Carrier, but is smaller. For details of size, etc., see No. P. 1 Junior Carrier for Steel Track. Weight—29 pounds.

No. P. 5B. Pedlar's "Canada" Sling Carrier

for Wooden Track is constructed to carry Big Loads. It is identical in construction to No. P. 5A "Canada" Sling Carrier for use on Steel Track.

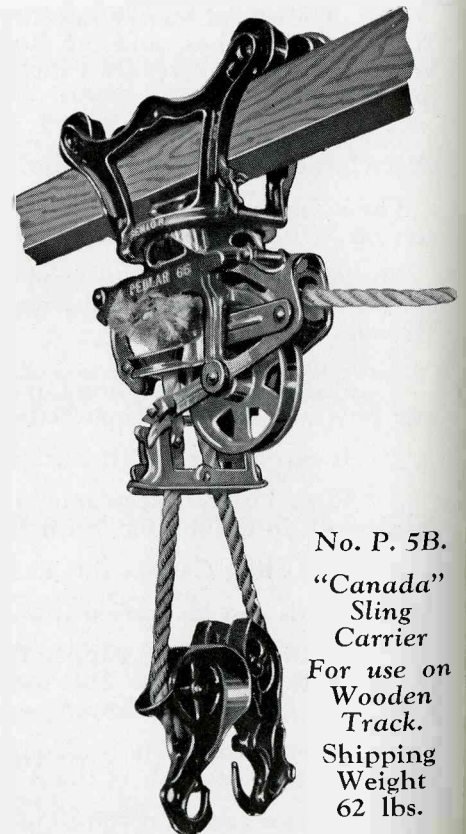
The 4 Track Wheels are 3 inches in diameter and are fitted with ¾" Cold Rolled Steel Axles.

This Sling Carrier can be tripped to carry load into the mow at any desired height.

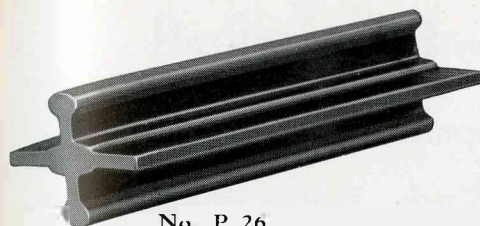
One 3 inch Wood Sheave Return Pulley (No. P. 23) and 2 Parallel Pulleys (No. P. 8) or 1 Parallel Pulley and 1 End Trip Pulley (No. P. 9) and 1 Rafter Hook are supplied with each "Canada" Sling Carrier.

With all Pedlar Carriers (Sling or Hay Fork) 1 Stop Block (No. P. 6) and 2 End Stop Blocks (No. P. 29) and 1 Rope Swivel Knot (No. P. 20) are supplied.

All Pedlar "Canada" Carriers are Swivel Carriers which can be run into either mow.



No. P. 5B.
"Canada"
Sling
Carrier
For use on
Wooden
Track.
Shipping
Weight
62 lbs.



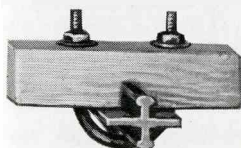
No. P. 26.

DOUBLE BEAD STEEL TRACK

Made from a special quality high Carbon Steel, 2" wide, 1 7/16" high.

Weight—2 1/4 lbs. per Lineal Foot.

Supplied in even Foot lengths from 6 ft. to 16 ft.

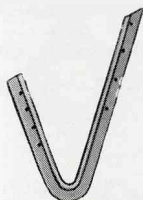


No. P. 29.

END STOP

For use with Double Bead Steel Track to prevent Cars running off end of Track.

Two are supplied with every Carrier. Weight—10 oz.



No. P. 37.

SIDE RAFTER BRACKET

For use when Track is suspended from Rafters on one side of the Roof.

Saddle is formed in bottom of Hanger to fit top of the Track Hanger. Weight—15 oz.



No. P. 54.

SWIVEL HANGER

For use with Steel Track, for Litter Carriers only.

Rod is 3/8" round Steel.

Lengths—6" to 16".

Specify length Hangers required when ordering.

1 1/2" adjustment.

Pedlar's Track & Fixtures

For Use With

HAY & LITTER CARRIER EQUIPMENT

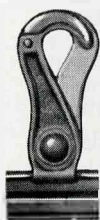


No. P. 6.

STOP BLOCK

Weight—18 oz.

For Hay Fork and Sling Carriers when used on Double Bead Track. One supplied with each Carrier.



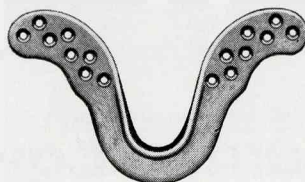
No. P. 33.

STEEL TRACK HANGER

For use with Double Beaded Steel Track when used for Hay Carriers only.

Made in 2 pieces, securely bolted together.

Weight—1/2 lb.



No. P. 30.

"CANADA" JUNIOR RAFTER BRACKET

Used for both Hay Carrier and Litter Carrier Equipment. Can be attached very close to the Ceiling.

Weight—5 oz.



No. P. 36.

RIDGE POLE BRACKET

No.	Weight
P. 36A For 2" Joists or Rafters,	11 oz.
B For 4" Timbers,	14 oz.
C For 6" Timbers,	15 oz.

These Brackets are made in 3 sizes from Pressed Steel.

Used when Track is to be hung parallel to 2" Joists or 4" or 6" Timbers.

Brackets are nailed from both sides.

Top Holes are opposite so that a Bolt can be used.



No. P. 27.

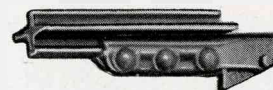
SPLICE FOR STEEL TRACK

Made of Malleable Iron Casting in 2 pieces, and fitted with 2 Pins which enter the holes in the Track and are held in position by 4 Bolts.

Splices are easily attached, hold the Flanges of Track level, and make the Joints strong as the Track.

Splices are supplied with Track.

Weight—14 oz.



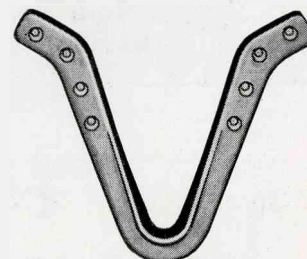
No. P. 28.

REMOVABLE SPLICE

To permit passage of Doors when Track extends through opening.

When Splice is open, a Safety Catch prevents Carrier running off end of Track.

Weight—1 lb.



No. P. 31.

"CANADA" SENIOR RAFTER BRACKET

This is the strongest Bracket made, and is ideal where heavy loads are carried.

Made from Malleable Iron.

Weight—11 oz.



No. P. 40.

LINK HANGERS

For use with Steel Track for Litter Carrier Swing Poles.

Loop is 1 5/16" Rod, and has an adjustment of 1 1/2 inches.

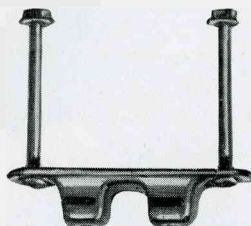
Made in lengths—6" to 16".

Specify lengths required when ordering.

Pedlar's Wood Track Fittings

for use with Hay Carrier Equipment

We recommend 4 x 4 inch Hard Maple dressed for Wood Track. Sections should be Lap Jointed at least 4 inches and securely bolted.



No. P. 7.

Stop Block for Wood Track. No. P. 7 Stop Block is used with both the Pedlar "Canada" Senior and Junior Sling and Fork Carriers when used on Wood Hay Track.

Made from high grade Malleable Iron with two Bolts to fasten through the Track.

Weight—21 oz.



No. P. 32.

"Canada" Pattern Rafter Bracket

No. P. 32—"Canada" Pattern Rafter Bracket for use in hanging Wood Hay Carrier Track. With our Straight Hang Hooks (No. P. 34) it provides a means of levelling the Track. The Hook can be inserted in any one of the three holes shown.

Made of best quality Malleable Iron.

Weight—5 oz.



No. P. 34.

Straight Hang Hooks for Wood Track.

12 inches long.

No. P. 34A—is supplied with one nut.

No. P. 34B—is supplied with two nuts.

The Straight Hang Hook is used to attach Wood Track to "Canada" Pattern Rafter Brackets (No. P. 32).

Made from $\frac{3}{4}$ inch round rod.

Weight—1-Nut Hanger—13 oz.

2-Nut Hanger—14 oz.

Bracket Nails No. P. 35 for putting up Rafter or Ridge Pole Brackets are the same gauge as regular 4 in. spikes but are 2 inches long of the type known as Barbed Stub Nails. Weight—63 Nails to 1 lb.

Hay Carrier Equipment

Practical Farmers everywhere recognize the Labour Saving Features of Pedlar's Hay Carrier Equipment.

The saving in time in handling a load of Hay or Grain can often be figured in actual cash. In many high barns three men were required to fork into the mow off the wagon. With a Hay Carrier only two men are needed and the load will be stored in a fraction of the time without any of the hard, heavy lifting.

Often some younger member of the family can attach the slings, drive the team and hoist the load into the mow.

This saving in Hired Help not only means money for wages but also saves the work of boarding and washing for the womenfolk in the house.

In Harvest the speed with which the crop can be handled and stored, especially in unfavorable weather, is the deciding factor between a Handsome Profit on the season's work or a Loss.

Usually the cost of a Hay Carrier will be saved in the first season.

Pedlar's Carriers are Strong, Correctly Designed and Built for a Lifetime of Service.

They are made to work on any type of Steel Track or on Wooden Track.

Pedlar's "Canada" Double Harpoon Hay Fork

No. P. 18

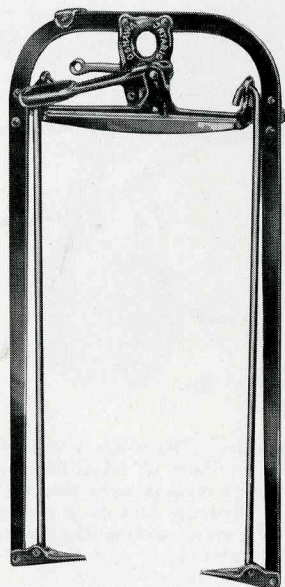
Main Frame is made from best quality High Carbon Steel, $1\frac{1}{4}" \times 3/8"$.

Fork Tines are long and sharp. They are well rivetted to Frame and Side Rods.

Trip Rope Lever is of heavy Malleable Iron.

Depth of Fork below Rocker Bar is 25 inches.

Weight of Fork—22 lbs.



The Double Harpoon Hay Fork is accurately shaped to easily enter the hay—strong and rigid.

The Fork can be locked either open or closed. No Springs are used, and the Lock is positive.

Trip Rope Guide has rounding edges to prevent wear and make Rope move freely. Will trip from any position.

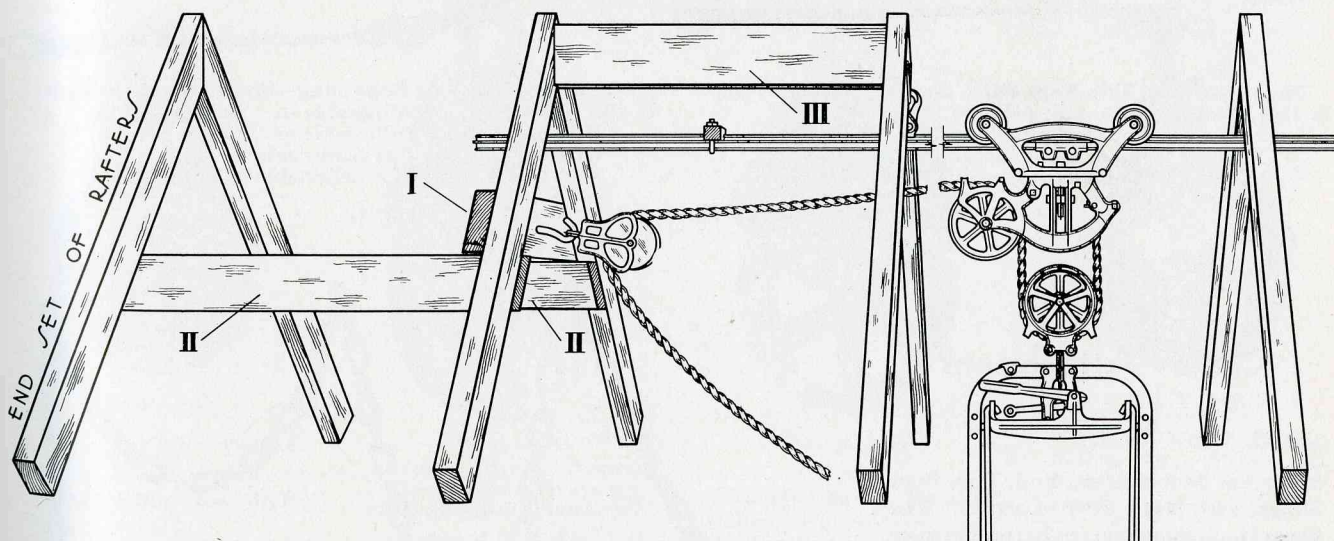
This Fork can be used with any Hay Carrier, and by means of the Fork Clevis, can be used with any Sling Carrier.



No. P. 16—Fork Clevis, is a special design and makes it possible to adopt any Sling Carrier to Hay Fork use.

It is positive, strong, easily attached or detached, and will give a lifetime of service. The Safety Swivel Hook will not bind on the Fork Frame. Made of best quality Malleable Iron.

Correct Method of Anchoring Draft Pulley at Gable

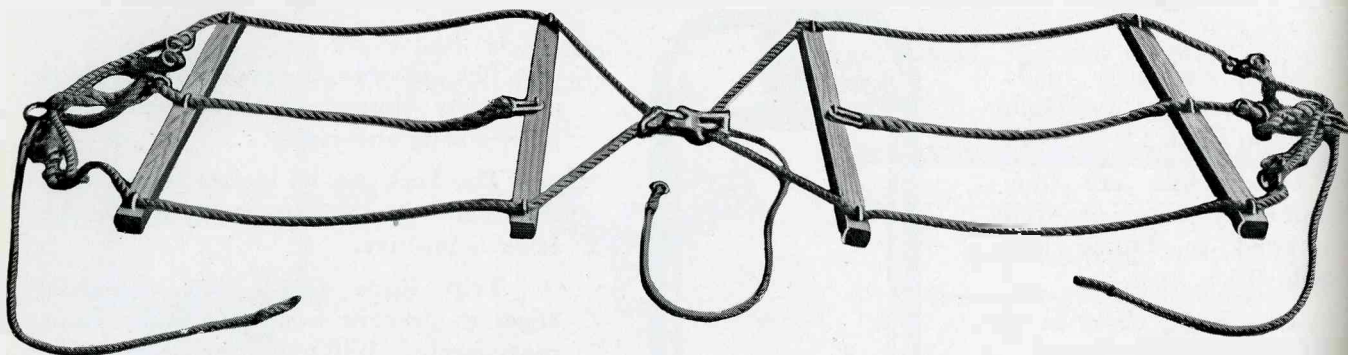


The heavy Collar Tie (I) carries the Pulley Hook and is placed behind the second set of rafters but is not nailed. This Collar Tie is supported by 1 inch planks (II) which are nailed securely to both sets of rafters at the proper height to support the Collar (I).

A brace (III) is placed between the second and third sets of rafters and nailed. This brace takes the inward pull. A Collar Tie supported in this manner can be removed at any time that the Hay Car is to be taken off the Track. The Steel Track should finish two feet from the end of the barn.

Pedlar's Rope Slings and Fittings

FOR ANY STANDARD SLING CARRIER



No. P. 11A—3 Ropes—5 ft. Slats ($1\frac{3}{4}$ " x $1\frac{5}{8}$ "). Weight—25 lbs.

No. P. 11B—3 Ropes—6 ft. Slats (2" x 2"). Weight—31 lbs.

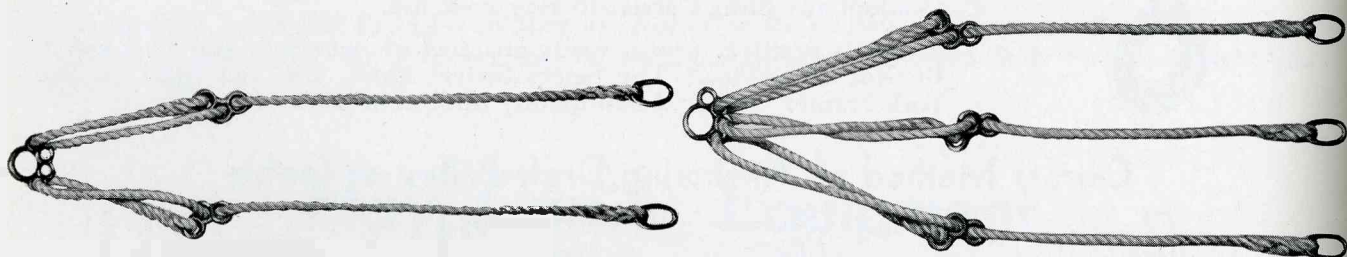
Adjustable from 15 ft. to 21 ft.

The Standard Centre Trip Sling is very strong and durable. There are 3 main Ropes on either side which are securely clamped to the Hardwood Slats with Steel Hook Bolts. Only the best $\frac{3}{4}$ " Manilla Rope is used.

The Malleable Iron Coupling is designed for heavy work and is very smooth working. The Latch holds securely until the Trip Rope is pulled, which causes the Coupling to separate and drop its load.

The Sling will handle the shorter lengths of Hay and Straw as well as the longer lengths of Hay or Grain loose or in sheaves.

End Trip Rope Slings and Fittings



No. P. 12—End Trip Rope Sling, Short Adjustable Type.

P. 12A Short 2 Rope Adjustable to 18 ft.— $3\frac{3}{4}$ lbs.

B Long 2 Rope Adjustable to 23 ft.—4 lbs.

C Short 2 Rope Not Adjustable 18 ft.—3 lbs.

D Long 2 Rope Not Adjustable 23 ft.— $3\frac{1}{2}$ lbs.

No. P. 13—End Trip Rope Sling—Short Adjustable Type.

P. 13A Short 3 Rope Adjustable to 18 ft.— $4\frac{3}{4}$ lbs.

B Long 3 Rope Adjustable to 23 ft.— $5\frac{1}{4}$ lbs.

C Short 3 Rope Not Adjustable 18 ft.— $4\frac{1}{2}$ lbs.

D Long 3 Rope Not Adjustable 23 ft.—5 lbs.

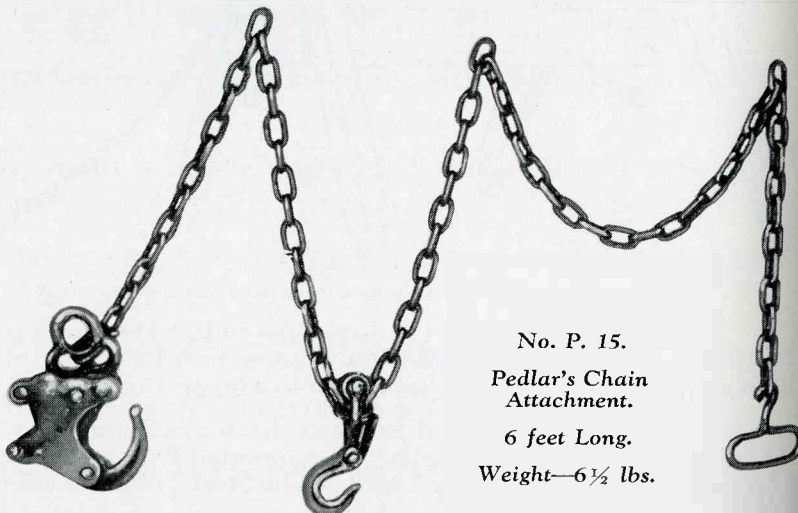
All Rope used in Pedlar Slings is $\frac{3}{4}$ " soft laid Best Manilla.

Pedlar's Chain Attachment

No. P. 15.

For use in operating End Trip Rope Slings with Hay Fork Carriers. The Open Hook shown on cut has ample room to hold the loop end of Slings. This is held in position by a strong, easily worked Trip Latch.

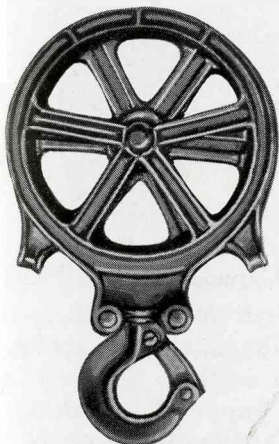
The $\frac{3}{4}$ " welded Steel Chain and Sliding Hook are made of best materials available, and will withstand any load they may be called upon to carry.



No. P. 15.
Pedlar's Chain
Attachment.
6 feet Long.
Weight— $6\frac{1}{2}$ lbs.

Pedlar's Hay Fork Pulleys

(WOOD and IRON SHEAVES)



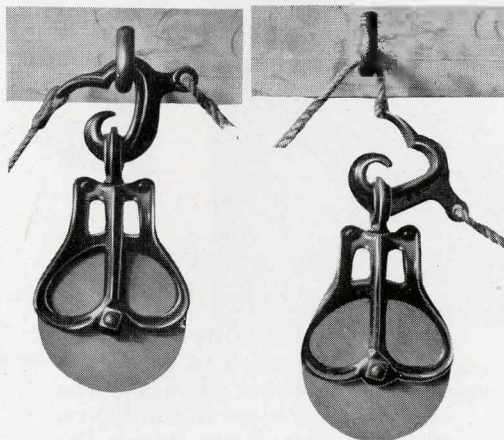
No. P. 22B.

"Canada" Senior Fork Pulley.

7" Grey Iron Sheave fitted with a straight steel Bushing and Case-Hardened Roller Bearings.

Pulley Frame is best quality Malleable Iron and fitted with a Swivel Safety Hook.

Shipping Weight—6½ lbs.

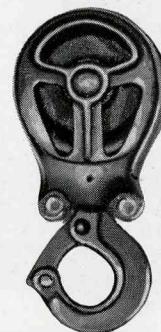


No. P. 24.

"Canada" Pulley Changers.

Very handy for changing the Pulley and Draft Rope from one Hanger to another without climbing to the barn ridge. They should be used in all high Barns or Barns with two mows.

Shipping Weight—11 oz.



No. P. 22A.

"Canada" Junior Fork Pulley

4' Grey Iron Sheave fitted with a straight Steel Bushing and Case-Hardened Roller Bearings.

Pulley Frame is best Malleable Iron and fitted with Swivel Safety Hook.

Shipping Weight—4 lbs.

All Pedlar Pulleys are designed for hard usage and will give the maximum of service. They are built of the best materials to give added strength, but are not too heavy or cumbersome. All sheaves run on steel bushings recessed into the frame, and held firmly by a heavy bolt.

They are perfect and true and free running.

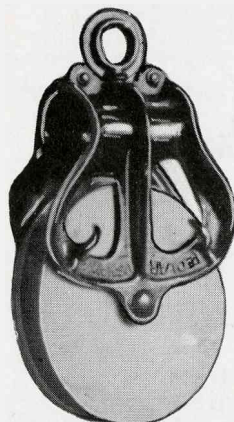


No. P. 19W.

5-inch Knot Passing Pulley, Wood Sheave or Rafter Pulley for draft rope, 5" x 1¼".

Fitted with Swivel Eye. Made from kiln dried hard maple, seasoned in oil. Steel Bushings.

Shipping Weight—2½ lbs.



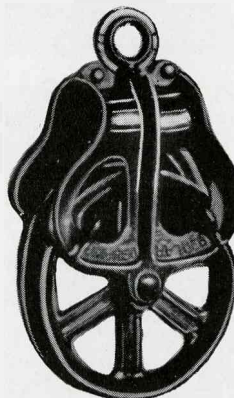
No. P. 21W.

7-inch Knot Passing Pulley, Wood Sheave or Floor Pulley for draft rope. Sheave is 7" x 1¾".

This Pulley is larger than P. 19 and is easier on the rope.

Made from hard maple, seasoned in oil.

Shipping Weight—5½ lbs.

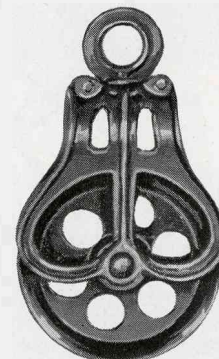


No. P. 21S.

7-inch Knot Passing Pulley, Iron Sheave or Floor Pulley for draft rope.

The Grey Iron Sheave is well grooved with Steel Bushing.

Shipping Weight—7 lbs.



No. P. 19S.

5-inch Knot Passing Pulley, Iron Sheave or Rafter Pulley for draft rope.

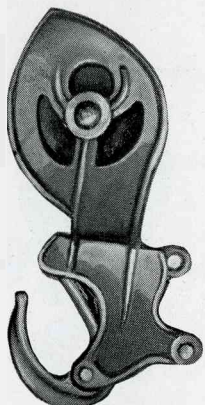
Iron Frame is fitted with a Swivel Eye.

Sheave is well grooved and fitted with a Steel Bushing.

Shipping Weight—4 lbs.

(Sheaves in four pulleys above are interchangeable)

Pedlar's Pulleys and Fittings



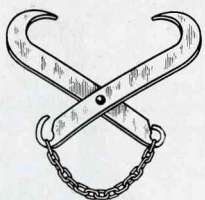
No. P. 9.
End Trip Pulley.

4" Grey Iron Sheave with straight Steel Bushing and Case-Hardened Roller Bearings.

Malleable Iron Pulley Frame with extra large Hook with Safety Trip.

Supplied together with one Parallel Sling Pulley on all Sling Carriers.

Shipping Weight—6 lbs.

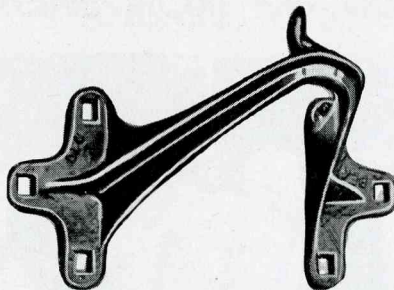


No. P. 153.
Pedlar's Rafter Grapple.

Made of Steel, scientifically designed to give the maximum purchase on the Rafter for a pull either straight or from the side.

Very useful for hoisting Bags, Machinery, etc., when loading or unloading Trucks or Wagons, or for a temporary Rafter Pulley with Hay Carrier, etc.

Shipping Weight—
4½ lbs.



No. P. 130.
Bracket Pulley Holder.

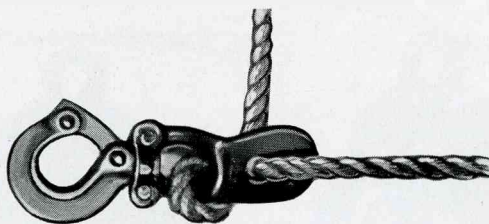
Is of best quality Malleable Iron and is used to carry the Draft Rope out through the Barn Siding close to the Eaves, so that the Rope runs the nearest way to the ground from the end of the Track.

Will fit any standard Pulley which can be attached or taken off inside the Barn.

Lag Screws or Bolts supplied. Specify which are required and state length.

Takes up to 8" Pulleys.

Shipping Weight—4 lbs.



No. P. 39.
Lightning Rope Hitch.

Is a very handy attachment to have on a Draft Rope for connecting Singletrees or Doubletrees. No time lost tying or untying knots in the Rope. It can be used for lengthening or shortening the Draft Rope and can be instantly attached or detached. Will hold securely.

Made of high grade Malleable Iron and provided with a Safety Swivel Hook which will not become unlatched.

Shipping Weight—1¼ lbs.



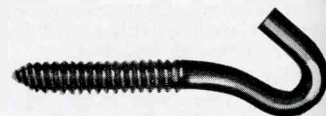
No. P. 23.
Canada Return Pulley.

3" Wood Sheave.

Grooved for ¾" Rope or smaller.

Supplied with our Canada Sling Carrier and Rafter Hook.

Shipping Weight—14 oz.



Floor Hook. Rafter Hook.
No. P. 38A. No. P. 38B.
¾" x 7". 5/8" x 6".

Floor and Rafter Pulley Hooks.

No. P.38A—Floor Pulley Hook is 7" long x ¾".

In lifting big Loads a tremendous strain is placed on this Hook. It therefore should be anchored in good solid Timber.

Shipping Weight—18 oz.

No. P. 38B—Rafter Pulley Hook is 6" long x 5/8".

When handling big loads we recommend fastening this Hook to a good, sound Timber between two Rafters. This distributes the pull and avoids the danger of pulling out a Rafter.

Shipping Weight—10 oz.

Parallel Pulleys shown on Page 96.

No. P. 8—Shipping Wt. 5 lbs.

Quality and Workmanship

*are responsible for the
high standard of
every "PEDLAR" product*

All Parts are tested very thoroughly before they are taken to the assembly benches, and also finally tested before the finished Product is passed for shipment.

A comparison of our Products with similar materials will convince any prospective purchaser of the superiority of "Pedlar" goods.

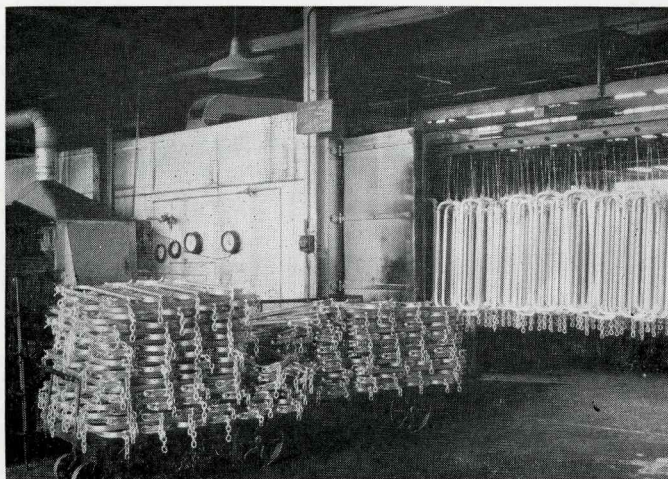
All Castings used in the manufacture of our Barn and Stable Equipment are made from new patterns, embodying every modern improvement of recent years.

We do not carry any obsolete stock of equipment for which it is impossible to get repairs.

We carry a complete line of Castings for all our equipment, and can ship any Repair Parts Order promptly from stock.

Our Barn and Stable Division is under the supervision of experienced men, which assures our customers of the maximum in both Service and Workmanship.

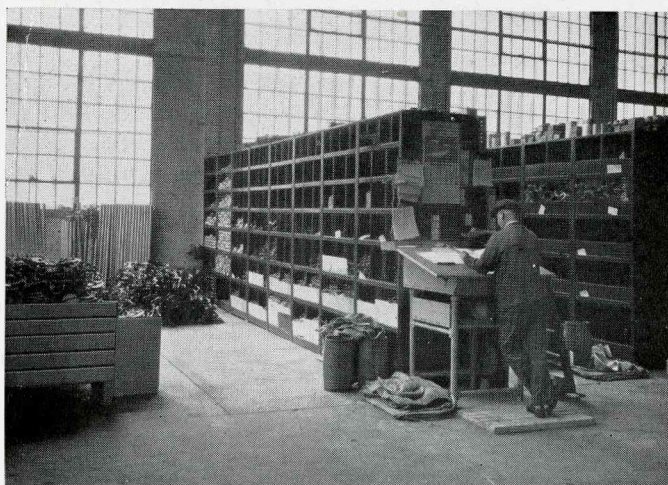
We invite Inquiries from Prospective Builders, or those who wish to Re-model their present Buildings.



A view of our Plant showing our Enamelling Ovens for finishing Stanchions and other numerous Products.



A section of our Oshawa Plant showing Barn and Stable Equipment being manufactured.



Thousands of Castings are kept in stock, enabling us to make up goods without delay.

INSTALLATION OF HAY CARRIER TRACK

Hay Carrier Track and Equipment can be installed equally well in either New or Old Barns.

In New Barns the work can be done most readily when the roof sheathing is a couple of feet from the Ridge. At this stage no scaffold will be required as the men can work from the outside.

If Hay Carrier Track is to be installed in a building already completed it is necessary to work from the inside and ladders and a scaffold will be required. It will be found much easier and quicker to do the work if the mows are full.

In New Buildings the track should be hung perfectly level. New Rafters and Trusses will always "spring" or tighten sufficiently to give the track a slight incline towards the point at which the loads are to be elevated. This will facilitate the return of the empty carrier to the Stop Block.

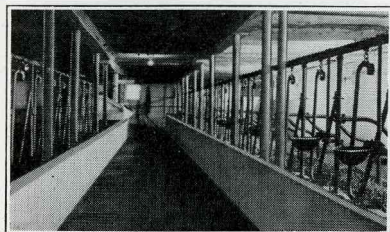
In Old Barns we suggest that the track be hung with a slight slope towards the Stop Block located at the point to which the loads are to be lifted.

A minimum clearance of 4 inches should always be allowed between the tread of the track and the rafters. This will permit the Carrier Wheels to run freely.

Hay Track should always finish 2 feet from the end of the barn. This allows space for mounting the Car. End Blocks should be attached at the last Track Hanger.

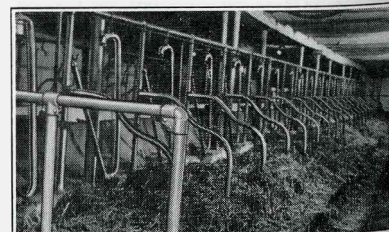
To align Track and Rafter Brackets run a line from one end of the barn to the other allowing proper clearance. Nail Rafter Brackets to each set of rafters using our Special 2 inch Bracket Nails. Use the line to keep the Rafter Brackets at the proper level. Rafter Brackets should be placed on both sides of the rafters at the point where the loads are elevated.

The Track should be taken up, one length at a time and the Track Hangers connected, but not tightened. Track Splices should then be attached. The Bolts in the Track Hangers and Track Splices should then be tightened. A sharp blow with a hammer on the head of each bolt will greatly assist in tightening them. We supply a special Wrench with each Track Outfit.



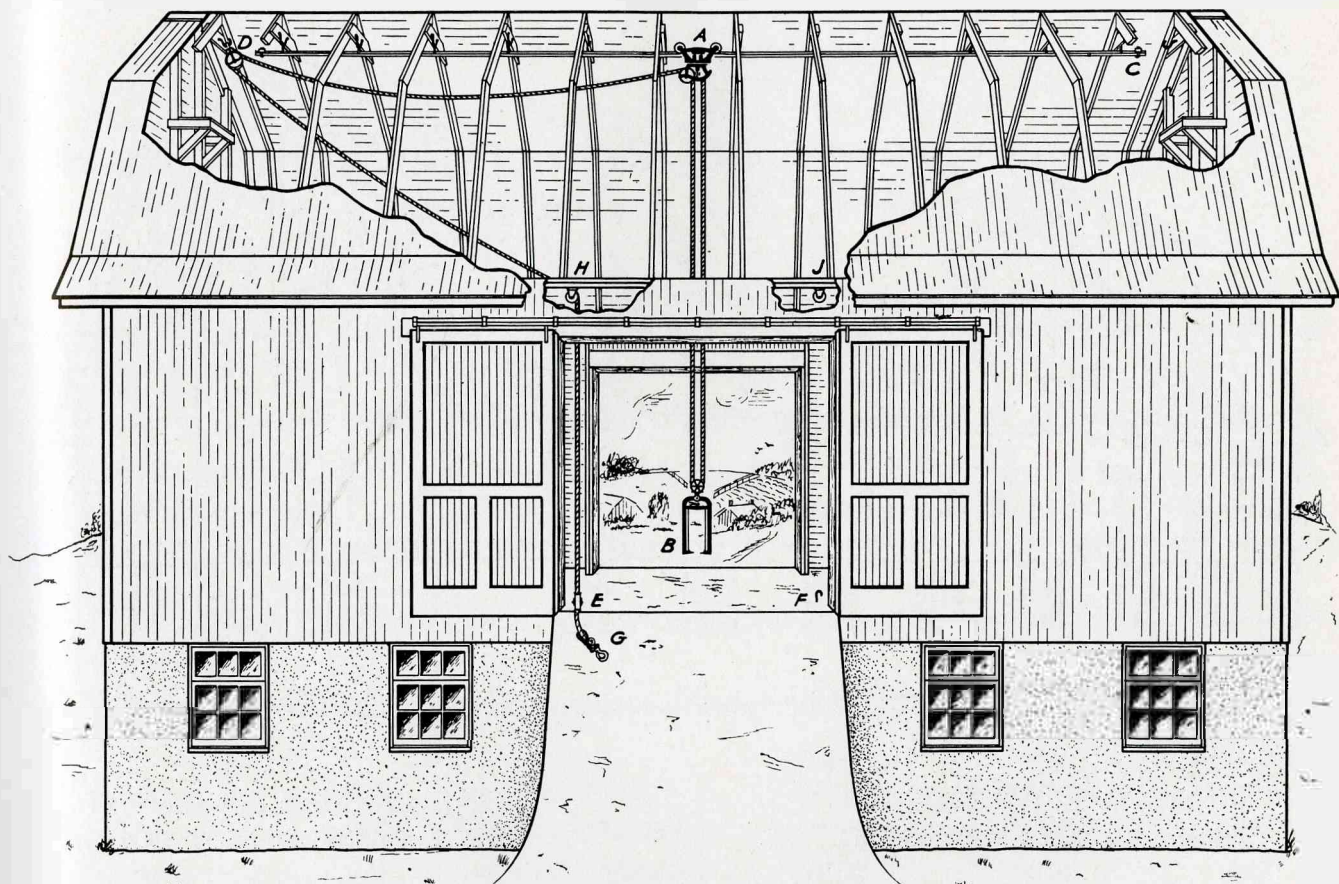
Rows of Stalls, Stanchions and Water Bowls.

In End Hoist Barns (Page 107) a 2" x 6" or 4" x 6" 4 ft. projecting ridge pole should be used to carry the track. This extension should be long enough to be anchored to the 3rd or 4th set of rafters and should be built with the ridge.



Interesting Installation of Stalls and Stanchions.

Hay Equipment Required for Centre Drive Barn



HAY FORK EQUIPMENT FOR A BARN 80 FEET LONG

- 1 Pedlar Senior Hay Car P. 3, Page 95.
- 74 Ft. Double Bead Track P. 26, Page 98.
- 27 Steel Track Hangers P. 33, Page 98.
- 27 Junior Rafter Brackets P. 30, Page 98.
- 3 Lbs. Bracket Nails P. 35, Page 99.
- 1 Double Harpoon Fork P. 18, Page 100.
- 3 5" Pulleys (Wood Sheave) P. 19W, Page 102.
- 1 7" Floor Pulley (Iron Sheave) P. 21S, Page 102.
- 4 Rafter Hooks P. 38B, Page 103.
- 2 Floor Hooks P. 38A, Page 103.
- 1 Lightning Rope Hitch P.39, Page 103.

SLING CARRIER EQUIPMENT FOR A BARN 80 FEET LONG

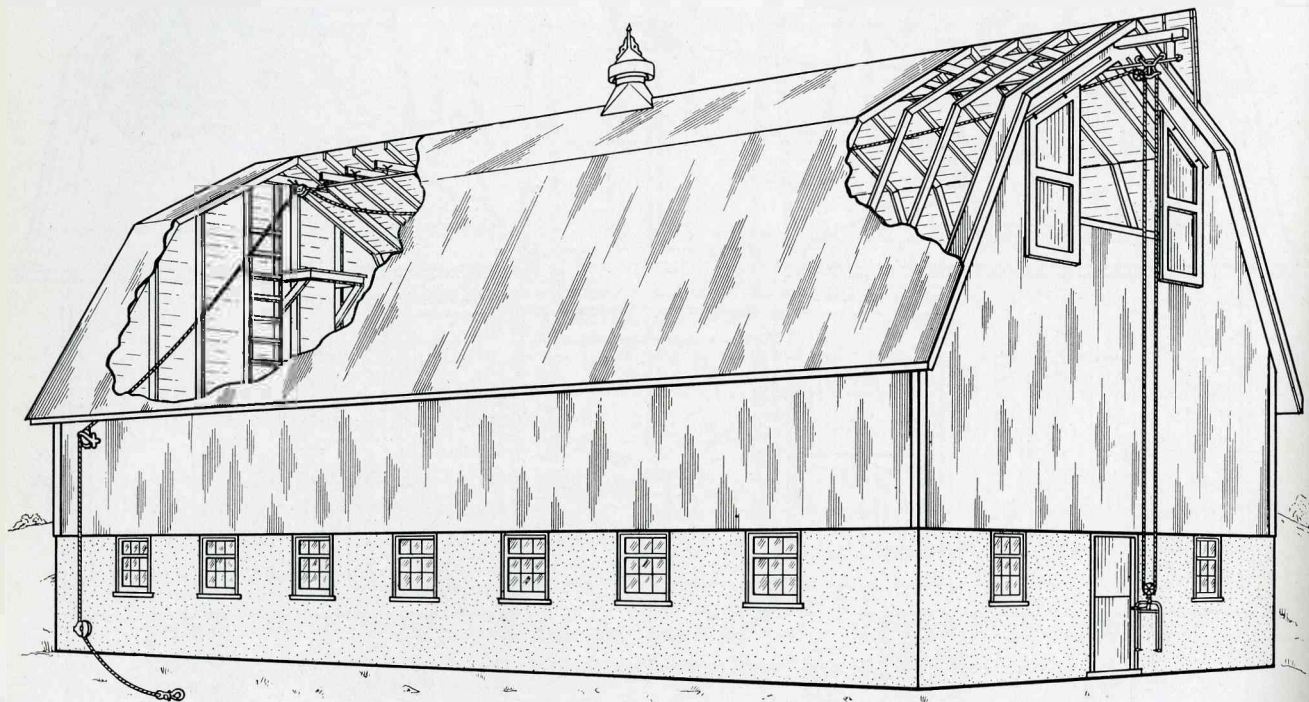
- 1 Pedlar Sling Carrier P. 5A, Page 96.
- 74 Ft. Double Bead Track P. 26, Page 98.
- 27 Steel Track Hangers P. 33, Page 98.
- 27 Junior Rafter Brackets P. 30, Page 98.
- 3 Lbs. Bracket Nails P. 35, Page 99.
- 3 5 Ft. Slat Centre Trip Sling—3 Rope P. 11A, Page 101.
- 3 5" Pulleys (Wood Sheave) P.19W, Page 102.
- 1 7" Floor Pulley (Iron Sheave) P. 21S, Page 102.
- 4 Rafter Hooks P. 38B, Page 103.
- 2 Floor Hooks P. 38A, Page 103.
- 1 Lightning Rope Hitch P. 39, Page 103.

CHANGING FROM ONE MOW TO THE OTHER

EASY — QUICK — SURE

When you wish to reverse the Hay Carrier, it should be registered with the Stop Block "A"; remove pulley "D" to other end of the barn at "C"; change pulley from "H" to "J" and floor pulley from "E" to "F". By means of a swinging pull on the rope to which the fork pulley is attached, the lower half of Hay Carrier can be swivelled, so equipment will work in opposite mow.

Hay Equipment Required for An End Lift Barn



HAY FORK EQUIPMENT FOR A BARN 80 FEET LONG

- 1 Pedlar Senior Hay Car P. 3, Page 95.
- 80 Ft. Double Bead Track P. 26, Page 98.
- 25 Steel Track Hangers P. 33, Page 98.
- 25 Junior Rafter Brackets P. 30, Page 98.
- 3 Only, 4-inch Beam Brackets P. 36B, Page 98.
- 3 Only, 8-inch Link Hangers P. 40B, Page 98.
- 2½ Lbs. Bracket Nails P. 35, Page 99.
- 1 Double Harpoon Fork P. 18, Page 100.
- 2 Only, 5-inch Pulleys (Wood Sheave) P. 19W,
Page 102.
- 1 Only, Bracket Pulley Holder P. 130, Page 103.
- 1 Only, 7-inch Pulley (Iron Sheave) P. 215, Page 102.
- 1 Only, Rafter Hook P. 38B, Page 103.
- 1 Only, Floor Hook P. 38A, Page 103.
- 1 Only, Lightning Rope Hitch P. 39, Page 103.

SLING CARRIER EQUIPMENT FOR A BARN 80 FEET LONG

- 1 Pedlar Sling Carrier P. 5A, Page 96.
- 80 Ft. Double Bead Track P. 26, Page 98.
- 25 Steel Track Hangers P. 33, Page 98.
- 25 Junior Rafter Brackets P. 30, Page 98.
- 3 Only, 4-inch Beam Brackets P. 36B, Page 98.
- 3 Only, 8-inch Link Hangers P. 40B, Page 98.
- 2½ Lbs. Bracket Nails P. 35, Page 99.
- 3 5 Ft. 3 Rope Centre Trip Slings P. 11A, Page 101.
- 2 Only, 5-inch Pulleys (Wood Sheave) P. 19W,
Page 102.
- 1 Only, Bracket Pulley Holder P. 130, Page 103.
- 1 Only, 7-inch Pulley (Iron Sheave) P. 21S, Page 102.
- 1 Only, Rafter Hook P. 38B, Page 103.
- 1 Only, Floor Hook P. 38A, Page 103.
- 1 Lightning Rope Hitch P. 39, Page 103.

When End Trip Slings are required for a Hay Fork Carrier outfit, it is necessary to use No. P. 15 Chain Attachment as illustrated on Page 101.

When a Hay Fork is required for Sling Carrier outfit, use our No. P. 16 Fork Clevis, shown on Page 100.

Manilla Rope for Hay Cars

Proper Draft and Sling Ropes are essential to any Hay Carrier if the Best Results are to be Obtained.

WE suggest the use of only the Best Grade of Manilla Rope on any Hay Carrier Outfit. Our experience has shown that it is poor economy, as well as dangerous to use cheap, inferior quality of rope. This is especially true if big loads are handled.

Cheap Rope is usually hard twisted, kinks badly, is mean to handle and wears quickly.

For best results use $\frac{3}{4}$ inch Best Grade Manilla for the draft rope. In no case should larger than $\frac{7}{8}$ " rope be used. Pulleys and Carriers will run better and more freely, as they are designed for these sizes. The $\frac{3}{4}$ inch rope is easier to handle, will run better and will not wear as quickly.

We Stock the Following Sizes and Grades of Rope

	Size	Description	Feet Per Lb.	Feet Per Coil	Lbs. Per Coil
Draft Rope.....	$\frac{7}{8}$ "	Best Grade Manilla.	4'-5"	840	189
Draft Rope.....	$\frac{7}{8}$ "	2nd. Grade Manilla.	4'-5"	840	189
Draft Rope.....	$\frac{3}{4}$ "	Best Grade Manilla.	6'-1"	840	139
Draft Rope.....	$\frac{3}{4}$ "	2nd. Grade Manilla.	6'-1"	840	139
Sling Rope.....	$\frac{1}{2}$ "	Best Grade Manilla.	13'-4"	1200	90
Sling Rope.....	$\frac{1}{2}$ "	2nd. Grade Manilla.	13'-4"	1200	90
Trip Rope.....	$\frac{3}{8}$ "	2nd. Grade Manilla.	29'-0"	1450	90
Pulley Changers.....	$\frac{1}{4}$ "	2nd. Grade Manilla.	60'-5"	3000	90

We are prepared to cut Rope to Lengths required.

To find the length of Draft Rope required for Centre Hoist Barns (see Cut on Page 106) take the length of the Barn and add three times the height from the Mow Floor to the Ridge. The total will give the length of Draft Rope required.

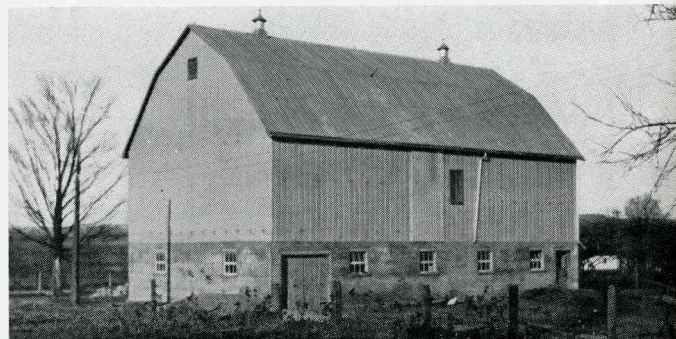
To find the length of Draft Rope required for End Hoist Barns (see Cut on Page 107) take twice the length of the Barn and add three times the height from the Ground Level, at the Loading End of the Barn, to the Ridge. The total will give the length of Draft Rope when the horses work at the Loading End of the Barn.

If the horses are to pull at the end away from the Loading End of the Barn, then deduct one length of the Barn to obtain the length of Draft Rope.

PEDLAR'S "CANADA" BARN DOOR TRACK AND FITTINGS

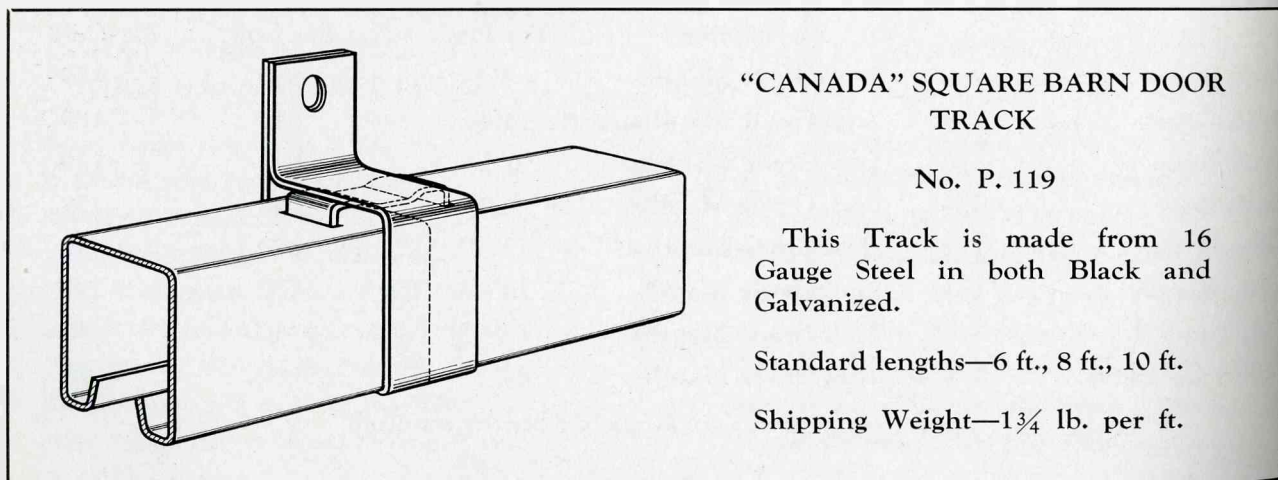
Doors which work easily without dragging, repairs or adjustment, are essential on Farm Buildings.

Pedlar's Barn Door Track and Fittings, as illustrated and described in this section, are the best designed and of the highest quality and workmanship, and will give perfect satisfaction.



Sliding Doors are generally recommended and used for Barns and Drive Sheds. Equipped with Pedlar Barn Door Fittings they will work smoothly and will require no repairs when properly erected.

Large hinged doors always have a tendency to sag and drag at the outer edge. They become easily damaged from wind and necessitate continual repairs. Sliding Doors equipped with Pedlar's Fittings overcome these disadvantages and operate smoothly and easily on Pedlar's Roller Bearing Hangers.



"CANADA" SQUARE BARN DOOR
TRACK

No. P. 119

This Track is made from 16 Gauge Steel in both Black and Galvanized.

Standard lengths—6 ft., 8 ft., 10 ft.

Shipping Weight—1¾ lb. per ft.

Pedlar's Square Barn Door Track is formed on powerful presses to guarantee uniformity in every length.

The square shape gives added strength and provides a flat wheel tread, along which the wheels of the Hangers glide smoothly and without danger of binding.

This Track is Storm-Proof and Bird-Proof and the wheels of Hangers cannot possibly leave the wheel tread.

The Splice as shown above prevents the track sections separating at the joints. The lugs on each end of the splice lock into slots provided in the top of the track. The splice is held securely by the Track Bracket. Two splices included with each set of Pedlar's Canada Hangers (P. 118) Page 110.

Pedlar's "Canada" Barn Door Hangers & Fittings

The "Canada" 4-Wheel Hanger

No. P. 118

Malleable Iron - Adjustable

The "Canada" 4-Wheel Hanger is constructed of Heavy Malleable Iron with 2" Roller Bearing Pressed Steel Wheels on Cold Rolled Steel Axles.

It is so designed that it can be adjusted to fit doors from 1½ to 3 inches in thickness and has a vertical adjustment of ¾ inch.

The Trolley Frame of Malleable Iron will hold the wheels in perfect alignment.

The heaviest door can be hung by one man using this Hanger. Trolleys can be run into the Track before they are attached to the Door.

Fig. 1—Showing the front view of the Adjustable Hanger.

The door may be lowered or raised by turning the eccentric "C" with a wrench.

Fig. 2—Showing nuts D and E which can be loosened to allow the door to be adjusted up or down. Bolt "A" allows the door to be adjusted closer to the building or further away.

To attach Door to Trolley already in the Track, remove Nut "A" and Clip "B" Hook Hanger on to loop of Trolley Frame and replace Clip "B". Adjust and tighten Nut "A".

NOTE—2 End Stops and 2 Splices are included with each pair of Hangers, as well as necessary Bolts.

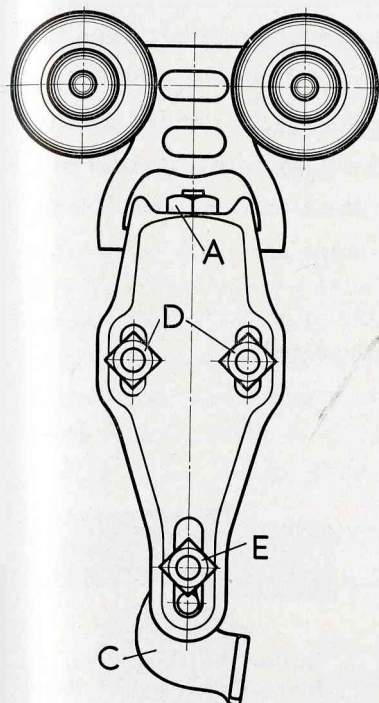


FIG. 1

No. P. 118A—Painted.

No. P. 118B—Galvanized.

Shipping Weight—6½ lbs. per Set

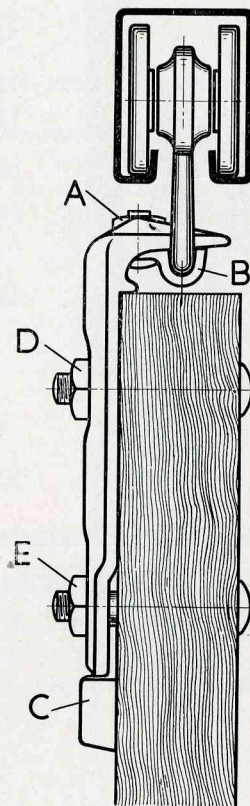


FIG. 2

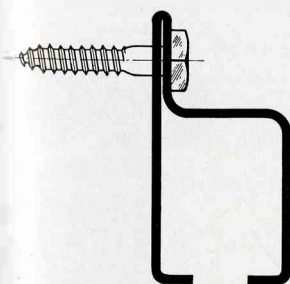
Pedlar's "Canada" Barn Door Track Bracket

No. P. 120.

The "Canada" Track Bracket is made of one piece of Heavy Sheet Steel which holds the Track in perfect alignment and attaches it to the wall. No rivets are used in the construction of these Brackets and no bolts are required to attach the Bracket to the track.

A Lag Screw ½" x 2½" is supplied with each Bracket.

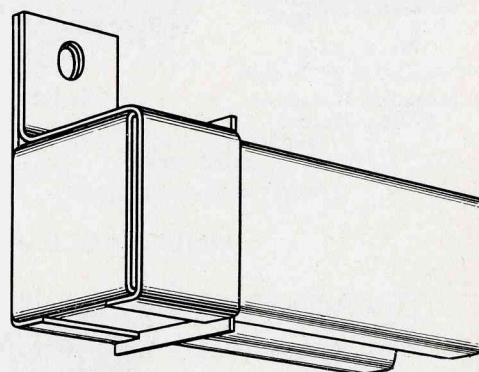
Track Brackets should be placed over each joint in the Track and at both ends. They should not be more than 36 inches apart or for very heavy doors more than 30 inch centres.



No. P. 120A—Painted.

No. P. 120B—Galvanized.

Shipping Weight—1 lb.

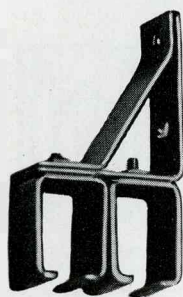


"Canada" Barn Door Track Bracket and End Stop on Track.

The "Canada" Barn Door Track End Stops not only act as Stops for the Hangers but close the ends of the Track against the weather and prevent birds from nesting. No Bolts or Screws are used as they are held in place by the End Track Brackets. The Flange shown at the top and bottom of the End Stop holds it in position. End Stops can be used on either end of the Track.

Pedlar's "Canada" Barn Door Hardware

"CANADA" DOUBLE TRACK BRACKET



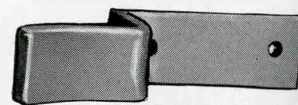
No. P. 121.
"Canada" Double
Track Bracket.
Shipping Weight—
4 lbs.

No. P. 121—"Canada" Double Track Bracket is used to hold two sets of "Canada" Square Barn Door Track (No. P. 119) when Doors are to slide past each other. It is made of Heavy Pressed Steel and will hold the two Tracks parallel and in perfect alignment as well as attaching them to the building with 2 lag screws, each $\frac{1}{2}$ x $2\frac{1}{2}$ inches. No bolts are required to attach the Brackets to the Track. "Canada" Track Splices and "Canada" Track End Stops are used with this Double Hanger.

Lag Screws are supplied. Finish—Painted or Galvanized.

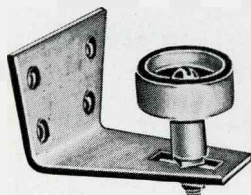
"CANADA" DOOR BINDER

No. P. 123—"Canada" Door Binder is used to prevent open Slide Doors from swinging. They are made of Heavy Steel $\frac{3}{8}$ " x 2" wide. Two Lag Screws $1\frac{1}{2}$ " x $2\frac{1}{2}$ " are supplied. Finish—Painted Black or Galvanized.



No. P. 123.
"Canada" Door Binder.
Shipping Weight— $1\frac{1}{2}$ lbs.

"CANADA" STAY ROLLER



No. P. 122.
"Canada" Stay Roller.
Shipping Weight—
25 lbs. Dozen.

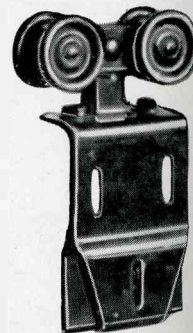
No. P. 122—"Canada" Stay Roller is used to hold Slide Doors securely in place. It is Adjustable for doors from $1\frac{1}{2}$ to $3\frac{1}{2}$ inches in thickness and is suitable for Inside or Outside Doors. If necessary it can be Reversed. Bracket is Pressed Steel, and Wheel is $2\frac{1}{2}$ inch diameter Grey Iron. No. 14 Wood Screws 2 inches long are supplied.

Finish —Painted Black or Galvanized.

ADJUSTABLE 4 WHEEL HANGER

This Adjustable Hanger is built with a heavy Door Apron 4" in width and fitted with a Slotted Adjustment Bar for the purpose of raising or lowering the Door. The top of the Hanger Apron is also slotted so that the Door may be moved closer to the building or further away.

The Hanger is fitted with 4 two inch Roller Bearing Pressed Steel Wheels on Cold Rolled Steel Axles.



The 4 Wheel Hanger No. P. 162.
Pressed Steel, Adjustable.
Shipping Weight—
 $7\frac{1}{2}$ lbs. per Set.

Pedlar's Granary Door Hanger and Flat Steel Track



No. P. 128—Granary Door Track.

Standard Lengths—4', 6', 8', and 10'.

Painted Aluminum.

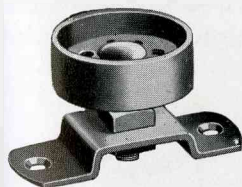
Shipping Weight—1 lb. per Foot.

No. P. 128—Granary Flat Steel Door Track is used for Granaries and Inside Doors. Size $3/16"$ x $1 1/4"$.

Track is supplied with Wall Brackets which are rivetted to the Track at 12" centres. Each section of track has a Malleable Iron Splice at one end and is punched on the opposite end with a hole to receive half of the splice. The connection is easily made with a hammer. No. 12, $1 3/4"$ Screws supplied.

No. P. 127—Granary Door Hanger is one of the easiest running Hangers made. The Grey Iron Wheel is 3" diameter and runs on Roller Bearings and Cold Rolled Steel Axles. The Wheel is protected with a Malleable Iron Hood, and a lug prevents it from jumping the Track. The Flexible Joint Hanger Strap is 12 gauge and fits $1 3/4"$ thick Door. Carriage Bolts $3/8"$ x $2 1/2"$ are supplied with each pair of Hangers.

Painted Red. Shipping Weight—5 lbs. per Pair.



No. P. 129.
Floor Stay Roller.

No. P. 129—The Floor Stay Roller is used for inside doors only. If necessary it can be fastened to concrete floors with expansion bolts. Wheel is Grey Iron 2" diameter. The Frame is Pressed Steel. $1/2"$ x $2 1/2"$ Lag Screws are supplied. Painted Black. Shipping Weight— $6 3/4$ lbs. per dozen.



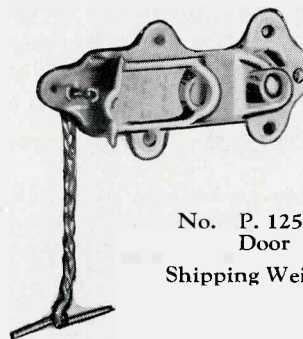
No. P. 127—Granary Door Hanger.

No. P. 125—Sure-Snap Door Latch is made of heavy Malleable Iron, and is positive in action.

A Chain Pull is provided to open the Latch from the inside.

Provision is made for a Padlock. The Latch is strong and very easy working.

Painted and Galvanized.



No. P. 125—Sure-Snap Door Latch.
Shipping Weight— $1 1/2$ lbs.

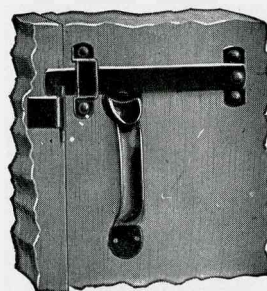
No. P. 126—Double Grip Thumb Latch has a grip on each side of the door.

This is a Pressed Steel Latch, extra strong to hold heavy doors. Harness Guard on Jamb Plate prevents stock from getting injured.

Latch Bar $9 1/4"$ long, $1/4$ x 1" wide.

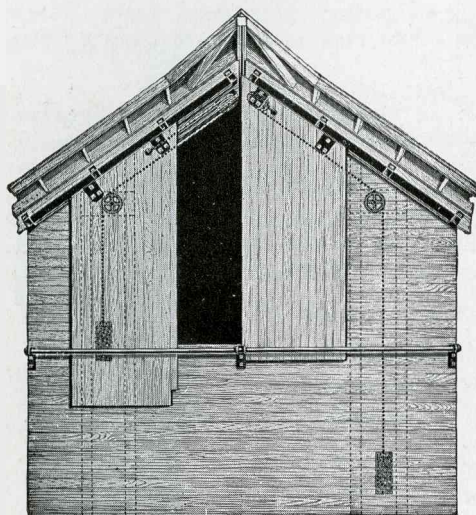
Handles are $7 3/4"$ long. Necessary screws supplied.

Made for Doors $1 3/4"$ to 2" thick.



No. P. 126—Double Grip Thumb Latch, with Harness Guard.
Painted Black.
Weight— $2 1/2$ lbs.

Pedlar's Gable Hay Door Hardware



No. P. 124—Gable Hay Door Hardware.
Shipping Weight—85 lbs. per Set.

No. P. 124—Gable Hay Door Hardware is designed to fill the demand for smooth working Gable Doors in Barns.

The Steel Track is mounted parallel with the Roof and the Door Hangers are attached as on any other Barn Door.

Each Door is counter-balanced by weights attached to the 3/16" Steel Cable which passes over two Cable Pulleys located inside the building and above each Door.

Doors can be raised or lowered quickly and easily.

A Steel Guide holds the bottom of the Door against the building when closed and acts as a Guide and Stop when Doors are opened.

Counter-Balance Weights are not supplied. We suggest using Concrete Blocks 5" x 8" by height required to balance the Door. (Concrete weighs 137 lbs. per cubic foot). Weights should run along the Studding.

P. 124—is designed for a pair of Doors in a 10 ft. opening and includes necessary Track, Door-Guide, 3/16" Cable, Hangers, Pulleys, Bolts and Screws. Supplied in either Black Painted or Galvanized Finish.

No. P. 163—"Two" Wheel Pressed Steel Door Hangers—For Granary or other Inside Doors.

Used with our "Canada" Square Barn Door Track.

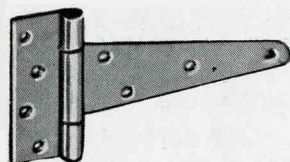
This Hanger runs smoothly on 2" Pressed Steel Wheels fitted with Roller Bearings and Cold Rolled Steel Axles. The Door Hanger has a flexible joint of pressed steel for door 1 3/4" to 2" thick. Carriage Bolts are provided with each pair of Hangers. Painted Finish only.

Distance top of Door to bottom of Track—1 1/4 inches.

Bottom of Track to centre of hole in Bracket—3 3/4 inches.



No. P. 163.
Shipping Weight—
3 lbs. Pair.



No. P. 131.

No. P. 131—Wrought Steel T. Hinge. Supplied in 4", 5", 6", 8", 10", 12", 14" Black or Galvanized.

They are suitable for Stable Doors or any other hinged door for Farm Buildings.

4" supplied with No. 8 x 1" Screws.	Weight 13 lbs. Dozen Pairs.
5" supplied with No. 8 x 1" Screws.	Weight 16 1/2 lbs. Dozen Pairs.
6" supplied with No. 9 x 1" Screws.	Weight 19 lbs. Dozen Pairs.
8" supplied with No. 10 x 1" Screws.	Weight 23 lbs. Dozen Pairs.
10" supplied with No. 11 x 1 1/4" Screws.	Weight 42 lbs. Dozen Pairs.
12" supplied with No. 12 x 1 1/4" Screws.	Weight 65 lbs. Dozen Pairs.
14" supplied with No. 12 x 1 1/2" Screws.	Weight 75 lbs. Dozen Pairs.

"AROUND-THE-CORNER" Garage Door Hanger

No. P.117

Right or Left.

Reversible for Three Doors

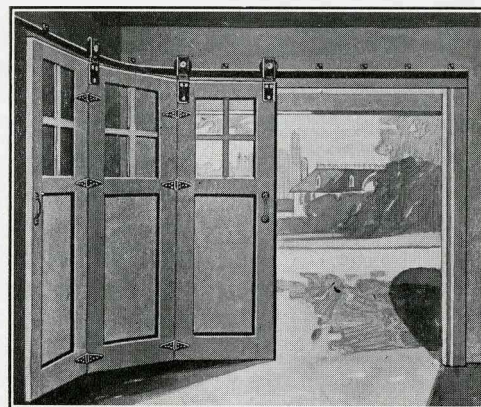
The ideal arrangement where space is not available for Sliding Doors.

Suitable for Garages and Implement Sheds.

The doors will not bind, warp or sag.

Flat Steel Track (P.128) is used. The curve is made by bending the Track around a 30" radius and framing the corner to carry Track Brackets.

These Hangers can be used for One, Two, Three or more Doors, and for openings of 7, 8, 10 and 12 ft.



No. P.117

The illustration shows one pair of Hangers on the right-hand door, one Hanger on the middle door, while the left-hand door is hinged to the middle door, and is used for a passage or utility door.

Hangers are pressed steel, painted, and have vertical and lateral adjustment.

Complete outfit for 3 doors, includes 3 Adjustable Hangers, Track and Brackets to suit the size of door ordered, 3 pair Hinges, 3 Stay Rollers, 2 Handles, 1 Safety Hasp and necessary Screws.

No. P.117A
No. P.117B
No. P.117C
No. P.117D

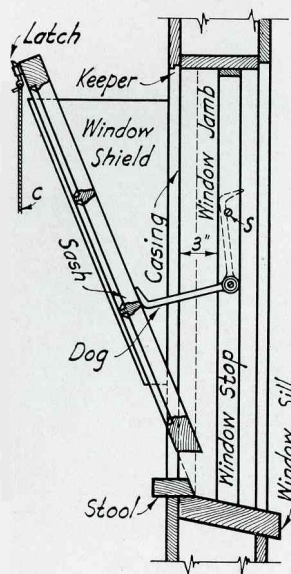
Hangers for 7 ft. Doorways.
Hangers for 8 ft. Doorways.
Hangers for 10 ft. Doorways.
Hangers for 12 ft. Doorways.

Shipping Weight 36 lbs.
Shipping Weight 38 lbs.
Shipping Weight 40 lbs.
Shipping Weight 44 lbs.

(For Information on Metal Clad Garages refer to Page 62).



PEDLAR'S GALVANIZED WINDOW SHIELDS



Stables should have plenty of Windows. Sunlight and fresh air are the best protection against disease.

Pedlar Window Ventilator Shields make it possible to have an abundance of fresh air without draughts. Instead of having the window open like an ordinary window, the sash may be tilted inward from the top and rest against the flanges of the Metal Shields. Instead of the cold striking the stock, it is blown in an upward direction near the ceiling before it descends and comes in contact with the animals.

The Shields also prevent the rain and snow from entering the stable.

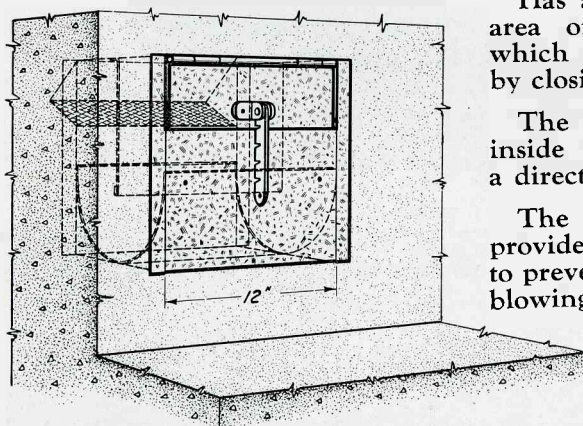
The sectional drawing shows the window open and slightly raised. The sash is automatically held in position by two locking dogs, one on each side of the window opening.

The sheets are made of 20 Gauge Galv. Steel, flanged at the sides and secured to the window frame by wood screws, and held in position with brace rods rivetted to the shield and window trim.

When ordering specify height of sash and distance of sash from the inside face of window frame. Each set supplied with window catch and keeper. Weight complete—7 1/2 lbs.

PEDLAR'S WALL INTAKE VENTILATOR

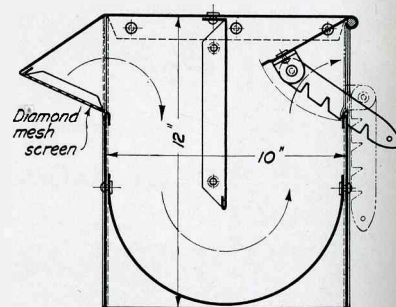
No. P. 25



Has a maximum inlet area of 48 sq. inches which can be lessened by closing the damper.

The centre plate on inside of vent prevents a direct draught.

The outside of vent is provided with a hood to prevent snow and rain blowing in.



The opening is also protected with a strong metal screen. Shipping Weight—13 1/2 lbs.

Inlet and Outlet Area Recommended for Different Kinds of Stock

Stock	Number of Animals Supplied By 1 Pedlar Intake	Intake Area Per Head	Outlet Area Per Head
Horses	5	9 1/2 sq. inches	18 sq. inches
Cows	6	8 sq. inches	15 sq. inches
Hogs	12	4 sq. inches	8 sq. inches
Sheep	18	2 1/2 sq. inches	5 sq. inches

Concrete Floors for Stables

THE FLOOR LEVEL in the stable should never be lower than the ground level at the entrance doors, making it necessary for stock to step down when entering the stable. Many an animal has been hurt by stepping down over the Door Sill and slipping when treading on the smooth floor at a lower level.

All concrete approaches leading to entrances will prevent considerable dirt from being tracked into the stable, and will be found very convenient when trucking or driving into the building. The surface of the approaches should be grooved to prevent animals from slipping.

The concrete floor in the stable is usually made 4" in thickness and mixture of one part of cement to three parts sand and five parts gravel.

The Passages and Cow Stands should be finished off with a wooden float and left rough, while the Manger, Gutters and Curbs should be finished with a steel float, leaving the surface perfectly smooth.

A very good mixture for Concrete Floors is made by adding sawdust. A Floor of this kind is much warmer than a Floor of ordinary cement, gravel and sand. The usual proportion of mixture is as follows:—9 parts sawdust from sawmill, 7 parts cement.

This mixture is to put on regular concrete base to a thickness of 1½" and the surface should be left as rough as possible.

PROPORTION OF MIXTURE			MATERIALS IN ONE CUBIC YARD CONCRETE		
Cement	Sand	Gravel	Sacks of Cement	Cubic Yards Sand	Cubic Yards Gravel
1	2	3	6.96	.52	.77
1	2	4	6.04	.45	.89
1	3	4	5.2	.58	.77
1	3	5	4.64	.52	.86

Concrete Manger Construction

Many types of Cow Stall Mangers have been used in the past, but the most practical is the rounded bottom type as illustrated on page 121. This latter type of Manger meets the requirements of the different kinds of Cows and different methods of feeding and therefore, standardizes a Manger for any required metal work that can be readily made to fit the Manger.

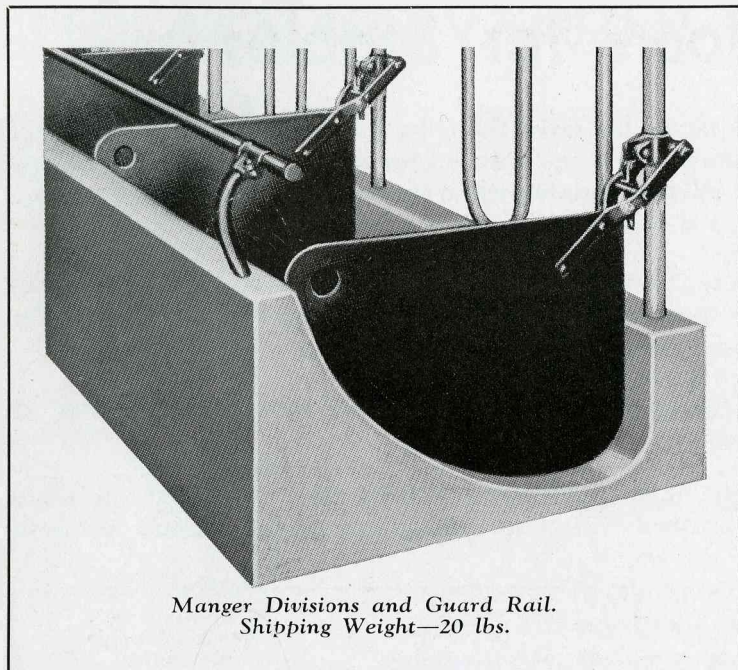
The design of the Pedlar Concrete Manger is believed to be the most complete ever made. It is readily adapted to suit different sizes of cattle.

We recommend the manger curb to be 5 inches in thickness and 11 inches high above the cow stand. All the corners should be rounded to prevent injury to the Cows.

The "Cut-Out" in the curb permits the Stanchion to be hung as low as possible; giving the Cow perfect freedom when she is lying down. The high built-up Curb prevents Cows from nosing their feed out of the Manger onto the Cow stand.

The bottom of Manger is one inch higher than the Cow stand. The corner next to the Curb is rounded to a radius of 4 inches, so that it is easy for the Cow to keep the Manger clean. The other side of the Manger is curved to a radius of 24 inches. The top of Manger being 24 inches above the bottom, the feed naturally rolls down the gradual slope and is always at an easy reach for the Cow.

All Concrete Mangers and Curbs should be finished off with a steel trowel.



*Manger Divisions and Guard Rail.
Shipping Weight—20 lbs.*

PEDLAR'S STEEL MANGER DIVISIONS

No. P. 87

Provide a simple method of regulating the amount of feed to be given to each cow.

Dairymen agree that some cows require more feed than others to secure the best results. Overfeeding is just as detrimental to milk production as under-feeding.

Fast eating cows are prevented from reaching and robbing their neighbours. They are kept properly aligned and in a normal position in the stall.

Pedlar's Manager Divisions are made from 10 Gauge Galvanized Copper Bearing Steel. A convenient hand grip hole is provided at the outer end of the Divider for raising or lowering it. The hinge is pressed steel and pivots on both sides of the stall post. Pivot connection and automatic lock are of Malleable Iron which fit 1 5/8" and 1 9/10" Stall Posts.

A finger touch on the trigger lock releases the catch and the Manger Division locks automatically either raised or lowered.

No. P. 88—Extra Post for Manger Division is used with "H" or "Y" Section Stalls to provide means of properly locating the Division between stalls. Shipping Weight—7½ lbs.

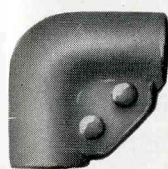
No. P. 89—Manger Guard Rail prevents the cattle from wasting feed over the front of manger. They also add to the appearance.

Guard Rail is 1 5/16" Galv. Pipe with curved supports opposite every other stall post.

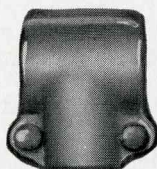
Grip Clamps and End Plugs furnished complete.

Shipping Weight—2¼ lbs. per Set.

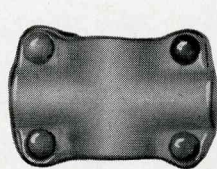
Pedlar's Dairy Barn Fittings



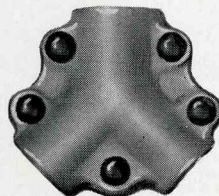
N-1



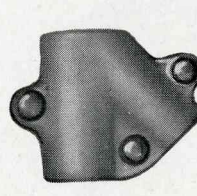
N-2



N-3



N-4



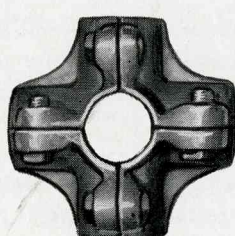
N-5



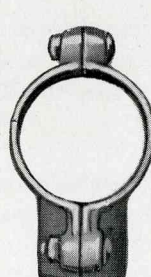
N-6



N-9



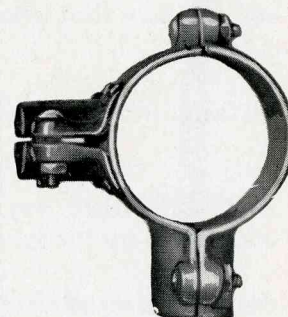
N-12



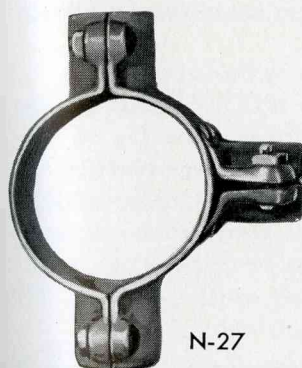
N-14



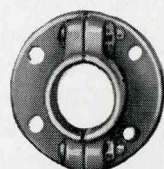
N-15



N-30



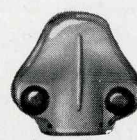
N-27



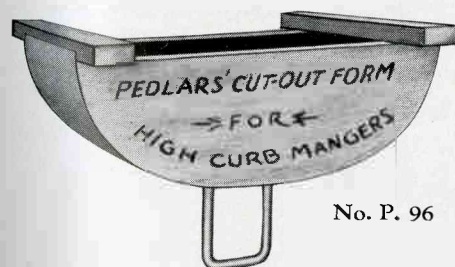
N-17



N-18



N-19



No. P. 96

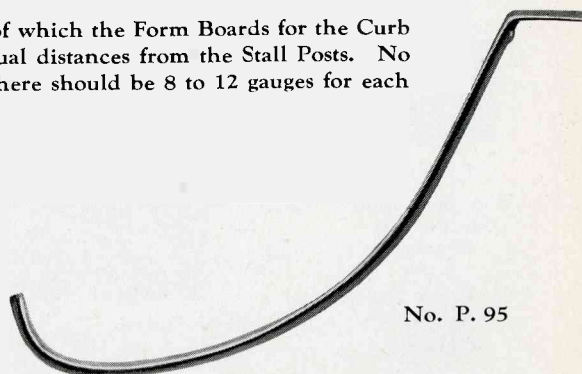
No. P. 96—Pedlar Cut-Out Form to make the cut-outs in the High Built-Up Manger Curb. The forms are set in between the boards used in constructing the curb where the Stanchions are to be anchored. No cutting of the boards nor extra work of any kind is required to make the cut-outs and they will all be uniform in size and shape. The Anchors which connect the Stanchions to the Curb are easily attached to the Forms and the Cement being slushed around them will make a better Bond than if they were set afterwards. The Cut shows one of our large sherardized U Bolt Anchors connected to the Form. There should be 4 to 6 Forms for each installment according to the size of the Barn and the speed required in doing the work. Weight—2½ lbs.



No. P. 97

No. P. 97—Pedlar Curb Gauge, by means of which the Form Boards for the Curb will be held the proper distance apart, and equal distances from the Stall Posts. No measuring or cutting of Boards is required. There should be 8 to 12 gauges for each installment. Weight—½ lb.

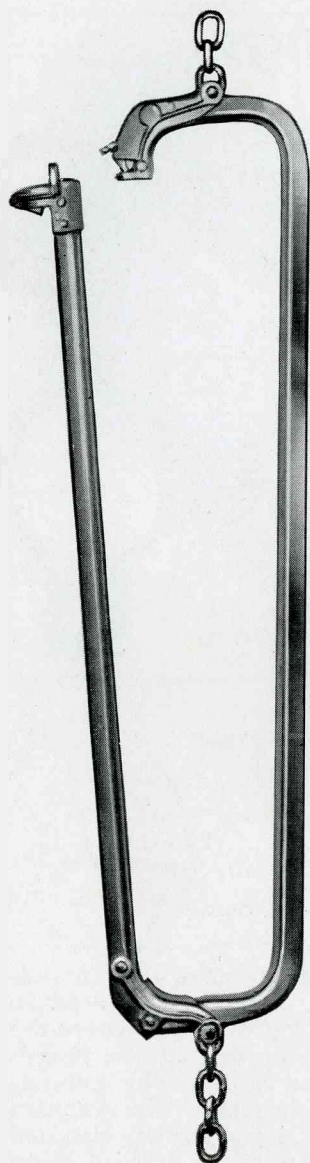
No. P. 95—Pedlar Manger Templets. There are two different sizes—No other device has ever been made that will begin to compare with these Templets for ease and rapidity in the construction of Cement Mangers as well as for the excellence of the work. 18", Weight—3¼ lbs. 24", Weight—3½ lbs.



No. P. 95

Pedlar's U. Bar Cow Stanchion

No. P. 71



Pedlar's Stanchions combine the strength to hold the most unruly cattle with the flexibility necessary to the comfort of the animal.

Comfortable Cows are essential for your profit whether for dairy or beef purposes.

Pedlar's Stanchions are the swinging, flexible type, proved by actual experience to be the most satisfactory. They are suspended from the Headrail by a heavy 3-Link Chain, and anchored to the Curb by a 5-Link Chain.

Pedlar's Stanchions are flexible so as to allow the Cow a free, easy, natural movement, thereby preventing any possible injury to the animal.

These Stanchions are made from $1 \frac{5}{16}$ " x $\frac{5}{32}$ " High Carbon Steel together with the best Malleable Iron Fittings. One leg of the Stanchion is hinged at the bottom with a Malleable Hinge rivetted to the "U" Bar. Its upper end is provided with Winged Guides which straddle the Stall Frame and keep it in position ready to be closed. The Lock is smooth-working and positive, and can be opened or closed easily and quickly.

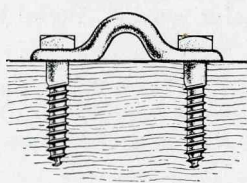
P. 71A	6" for Yearlings.	$1 \frac{5}{16}$ " x $\frac{5}{32}$ ".	Painted Aluminum. $18 \frac{1}{2}$ lbs. Ship. Wt.
B	7" for Cows.	$1 \frac{5}{16}$ " x $\frac{5}{32}$ ".	Painted Aluminum. $18 \frac{1}{2}$ lbs. Ship. Wt.
C	8" for Steers.	$1 \frac{5}{16}$ " x $\frac{5}{32}$ ".	Painted Aluminum. 19 lbs. Ship. Wt.
D	9" for Young Bulls.	$1 \frac{5}{16}$ " x $\frac{7}{32}$ ".	Painted Aluminum. $24 \frac{1}{2}$ lbs. Ship. Wt.
E	10" for Bulls.	$1 \frac{5}{16}$ " x $\frac{7}{32}$ ".	Painted Aluminum. 25 lbs. Ship. Wt.

No. 71B is the Standard Stanchion supplied unless otherwise specified.

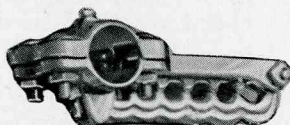
NOTE—Top and Bottom Fittings are not included with Stanchions.



No. P. 73.
Top Stanchion
Holder for
Wooden
Rail.
6" Hook Bolt,
Galvanized.
Weight—
 $\frac{1}{2}$ lb.



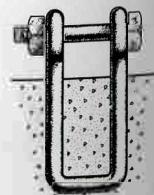
No. P. 75
Lower Stanchion Holder,
for Wood Curb.
Clip attached by 2 Lag
Screws.
Galvanized.
Weight—9 oz.



No. P. 134.
Aligning Device pro-
vides adjustments 1" apart
for Suspending Stanchions.
No bottom adjustment
fitting is necessary.
P. 134A.— $1 \frac{5}{8}$ " O.D.
Galvanized, $3 \frac{1}{2}$ lbs.
P. 134B.— $1 \frac{9}{10}$ " O.D.
Galvanized, $3 \frac{1}{2}$ lbs.



No. P. 72.
Top Stanchion
Holder, for Steel
Stalls.
No. 72A.— $1 \frac{5}{8}$ "
O.D.
No. 72B.— $1 \frac{9}{10}$ "
O.D.
Galvanized.
Weight—12 oz.



No. P. 74.
Lower Stanchion
Holder, for Con-
crete Curb.
 $\frac{1}{2}$ " Bolt is used
to hold Stanchion
Chain.
Galvanized.
Weight—14 oz.

Pedlar's Cow Stalls

PEDLAR'S COW STALLS are manufactured from the best quality of Steel and Malleable Iron. They are used in combination with Concrete Mangers to provide attractive, sanitary Stables, to reduce the work of looking after large herds.

They are designed to provide ample room, so that the Cows are as comfortable in the Stable as though they were out in the pasture.

Contented Cows are the best producers of Milk or Beef, and the Extra Profits will soon pay for Modern Stable Equipment.

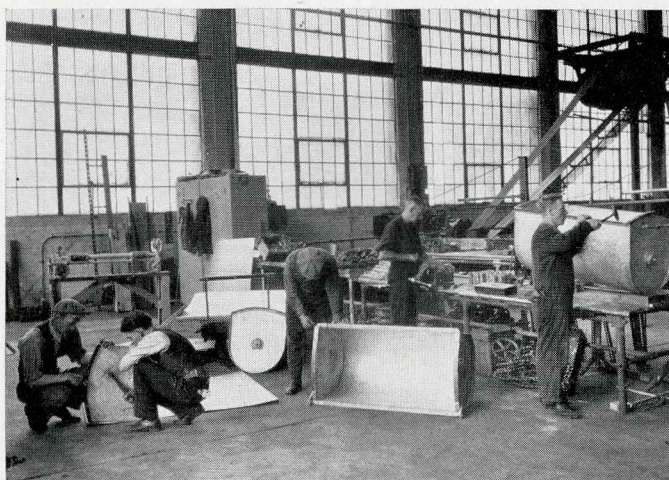
The use of Single Cow Stalls is recommended in preference to Double Cow Stalls in order to avoid crowding and possible injury to the animal.

All Galvanized Stalls and Fittings are Hot Galvanized. Painted Stalls are finished with a Special Aluminum Paint which not only is attractive and durable but tends to brighten up the Stable.

The arrangement of Cattle in any Stable is a matter of personal preference of the owner, which may be influenced by the size of an existing Stable.

Cattle can be placed to the best advantage in two rows down the length of the Stable. The rows can either "face in" or "face out", the former being probably the most desirable for the following reasons:—

- (1) **LIGHT**—from the windows is directly on the Cow, making the task of milking much easier. Sanitary inspection, washing and cleaning the Cattle can be made more thorough and quicker. Sunlight on the Cattle makes for healthier stock.
- (2) **LABOR**—is greatly lessened in every way. Feeding is done in one trip from central passage.
- (3) **CONSTRUCTION**—Supporting Posts can be arranged to better advantage.

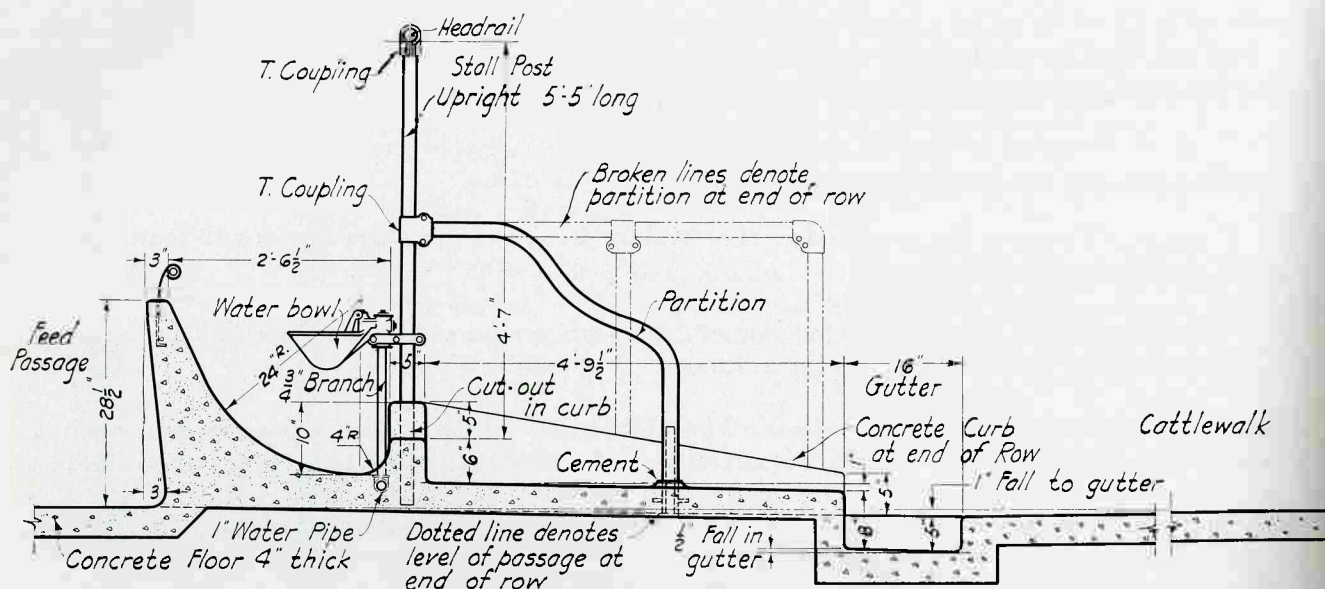


**PEDLAR'S
METAL-BUILT
PRODUCTS**

**PEDLAR'S
METAL-BUILT
PRODUCTS**

*Section of our Barn and Stable Division
showing the manufacture of Pedlar's Litter Carriers*

PEDLAR'S COW STALLS



SECTION THROUGH PEDLAR COW STALL

This drawing shows a typical Cow Stall with Concrete Mangers, Cut-Out Curb, Cattle Stand and Gutter.

AVERAGE RECOMMENDED MEASUREMENTS FOR CATTLE STANDS

Name of Breed	Width of Cow Stall	Length of Cow Stand		
		Small	Medium	Large
Any Young Stock.	2'-9" to 3'-0"	3'-8"	4'-0"	4'-2"
Jersey.	3'-2" to 3'-4"	4'-4"	4'-6"	4'-8"
Guernsey.	3'-6" to 3'-9"	4'-6"	4'-10"	5'-2"
Ayrshire.	3'-6" to 3'-9"	4'-6"	4'-10"	5'-2"
Shorthorn.	3'-6" to 4'-0"	4'-8"	5'-0"	5'-4"
Holstein.	3'-6" to 4'-0"	4'-8"	5'-0"	5'-4"
Hereford.	3'-8" to 4'-2"	5'-0"	5'-3"	5'-6"

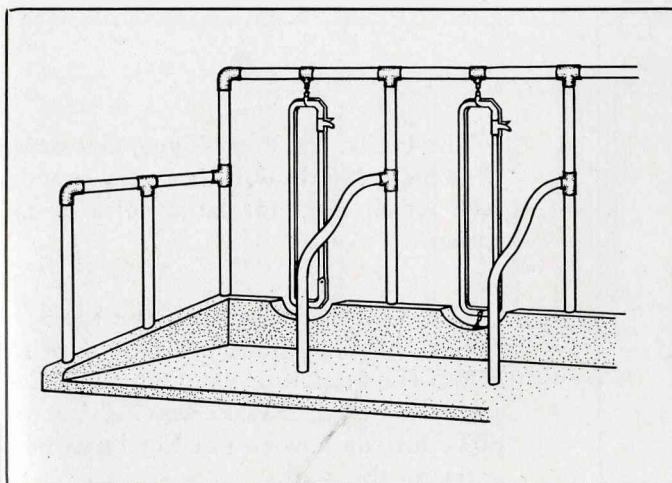
The average Cow Stand is usually 3'-6" in Width x 4'-9½" in Length.

When a Stable is designed for a particular breed the row of Stands is usually graduated to accommodate cattle of various ages.

Steel Pens for Bulls—10'-0" x 14'-0" and not less than 10'-0" x 12'-0".

Steel Pens for Cows—10'-0" x 12'-0" and not less than 9'-0" x 10'-0".

Pedlar's Cow Stalls with U. Bar Stanchions



Pedlar "Single Post" Type Cow Stalls with U. Bar Stanchion.

The Pedlar "Single Post" Type Cow Stall can be supplied in either 1 9/10" or 1 5/8" O.D. Galvanized Tubing or 1 5/8" O.D. Painted Tubing.

The 1 9/10" O.D. Galvanized Stalls are supplied with Triple Bend Partitions of 1 9/10" O. D. High Carbon Steel Tubing; the lower end, where it enters the concrete is reinforced with a High Carbon Steel Insert 12 inches long, pinned with a 5/16" x 4" steel pin, which also acts as an anchor in the concrete.

Pedlar 7 inch Painted U. Bar Stanchions are supplied as Standard with these Stalls.

One complete SINGLE STALL, No. P. 59B, includes one 1 9/10" Headrail up to 3'-6" in length; one Stall Post 5'-5" long; one Curved Partition; two Interlocking T. Couplings; one Upper Clip for Stan-

chion; one Stanchion Holder for concrete curb and one 7" Painted U. Bar Stanchion. Weight of complete Stall—65 lbs.

No. P. 59B. "Single Post" Type Galvanized DOUBLE STALL includes one 1 9/10" Headrail up to 7'-0" in length; two Stall Posts 5'-5" long; one Curved Partition; three Interlocking T. Couplings; two Upper Clips for Stanchions; two Stanchion Holders for concrete curb, and two 7" Painted U. Bar Stanchions. Weight complete of one Double Stall—114 lbs.

No. P. 170B "Single Post" Type 1 5/8" O.D. Galvanized Stalls are supplied with Triple Bend Partitions of 1 5/8" O.D. Seamless Steel Tubing, the lower end where it enters the concrete, is reinforced with a High Carbon Steel Insert 12" long pinned with a 5/16" x 4" Steel Pin which also acts as an anchor in the concrete. The bottom of the partition is also Copper Plated to a height of 12 inches.

One complete SINGLE STALL includes one 1 5/8" Headrail up to 3'-6" in length; one Stall Post 5'-5" long, one Curved Partition; two Interlocking T. Couplings; one Upper Clip for Stanchion; one Stanchion Holder for concrete curb and one 7" Painted U. Bar Stanchion. Weight of one complete Stall—57 lbs.

No. P. 170B "Single Post" Type Galvanized DOUBLE STALL includes one 1 5/8" Headrail up to 7'-0" in length; two Stall Posts 5'-5" long; one Curved Partition; three Interlocking T. Couplings; two Upper Clips for Stanchions; two Stanchion Holders for concrete curb and two 7" Painted U. Bar Stanchions. Weight complete of one Double Stall—100 lbs.

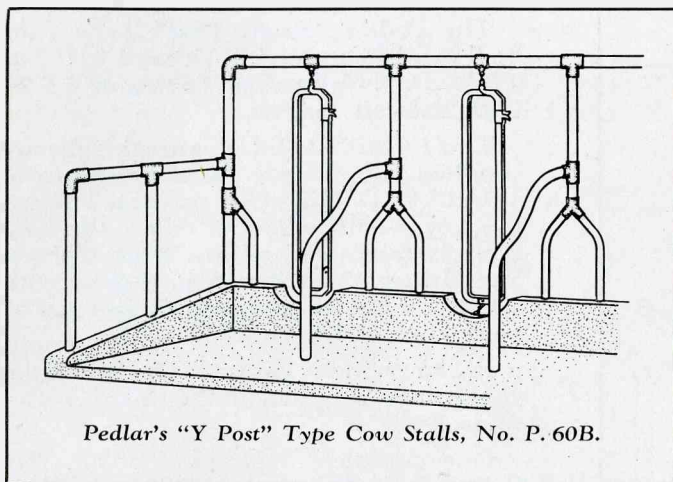
PAINTED COW STALLS WITH U. BAR STANCHIONS

No. P. 170A "Single Post" Type Cow Stalls are similar to the No. P. 170B Stalls, but, instead of being galvanized and bottom of curved partitions being copper plated, all material is furnished in Aluminum Paint. Painted SINGLE STALLS complete—57 lbs. Painted DOUBLE STALL complete is 100 lbs.

Very often an extra Stall Post is required when a passage is at both ends of a Stall Row. These End Posts and Couplings are supplied at a small additional charge. The 1 9/10" Posts and Couplings weight 17 1/2 lbs. The 1 5/8" Posts and Couplings—15 lbs.

ALL PEDLAR'S COW STALLS ARE FINISHED IN ALUMINUM PAINT.

Pedlar's Cow Stalls with U. Bar Stanchions



The Pedlar "Y Post" Type, Galvanized Cow Stall, No. P. 60B, is a very practical Stall when used for large cows or beef cattle.

The "Y Post" closes up the space between the Stanchion and the Upright. When the Stanchion is open, the Y Legs act as a SURE STOP; leaving but one place for the cow to put her head when entering the stall.

These Y Legs also prevent any hay from being nosed out of the manger on to the cow stand.

This type of Stall is supplied with a Triple Bend Partition of $1\frac{9}{10}$ " High Carbon Steel Tubing; as illustrated and described on Page 132. The Stall Post is $1\frac{9}{10}$ " O.D. Seamless Steel Tubing with $1\frac{5}{8}$ " O.D. High Carbon Steel Tubing Legs.

One complete SINGLE STALL includes one $1\frac{9}{10}$ " Headrail up to 3'-6" in length; one Y. Type Stall Post, 5'-5" long; one $1\frac{9}{10}$ " Curved Partition; two Interlocking T. Couplings; one Upper Clip for Stanchion; one Stanchion Holder for concrete curb; and one 7" Painted U. Bar Stanchion. Weight of complete Stall—70 lbs.

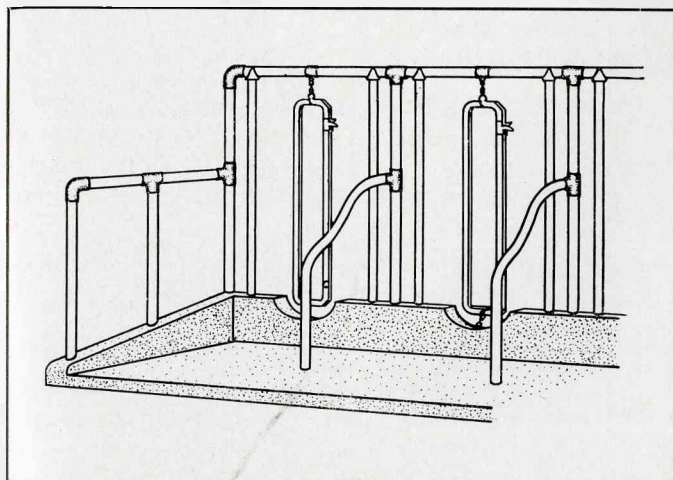
No. P. 60B "Y Post" Type Galvanized DOUBLE STALL includes one $1\frac{9}{10}$ " Headrail up to 7'-0" in length; two Y type Stall Posts 5'-5" long; one $1\frac{9}{10}$ " Curved Partition; three Interlocking T. Couplings; two Upper Clips for Stanchions; two Stanchion Holders for concrete curb, and two 7" Painted U. Bar Stanchions. Weight of one complete Double Stall—123 lbs.

The End Post, No. P. 63B, for the above type of Stalls is often required when a passage is at both ends of a Stall Row. These Posts are made up of one piece of $1\frac{9}{10}$ " O. D. Seamless Steel Tubing and one leg of $1\frac{5}{8}$ " O.D. High Carbon Steel Tubing coupled together with a heavy malleable iron clamp. Weight 22 lbs.

When End Posts or Y Posts are supplied separately an Interlocking T Coupling or L. Coupling is included. No. P. 62B Y Post and Coupling—21 lbs.

All the above parts for Stalls are supplied in Hot Galvanized Material with Painted U. Bar Stanchions finished in Aluminum Paint.

Pedlar's Cow Stalls with Painted U. Bar Stanchions



No. P. 132B—3 Post Type.

"Three-Post" Type (Hot Galvanized Inside and Out). Headrail is 1 9/10" O.D. Seamless Steel Tubing. Stall Post is triple section composed of 1 Central Post 1 9/10", and 2 Posts 1 5/8" Steel Tubing.

Fittings are interlocking dust-proof type. Triple Bend Curved Partition is attached to the Central Post. The partition is 1 9/10" Tubing, reinforced at the end where it enters the concrete, with an insert 12" long and pinned with a 4" x 5/16" steel bar, which acts as an anchor in the concrete.

Pedlar's 7" Painted U. Bar Stanchion and Fittings are supplied as standard equipment with this stall.

A complete Stall includes 1 9/10" Headrail, 1 Post 1 9/10" Tubing 5'-5" long, 2 Posts 1 5/8" Tubing 5'-5" long; 2 "T" Fittings, 2 "Two-Bolt" Clamps, 1 Partition 1 9/10", and one 7" U. Bar Stanchion. Shipping Weight—109 lbs.

The "Double" Cow Stall is the same construction as the Single Stall described above, and includes 1 9/10" Headrail, 2 Posts 1 9/10" Tubing 5'-5" long, 4 Posts 1 5/8" Tubing 5'-5" long, 3 "T" Fittings, 4 "Two-Bolt" Clamps, 1 Partition 1 9/10" and 2 Painted U. Bar Stanchions. Shipping Weight—200 lbs.

Partitions for Wooden Frame Stalls

No. P. 61B.

Wooden Stall Posts and Headrail are not supplied. Curb may be either concrete or timber.

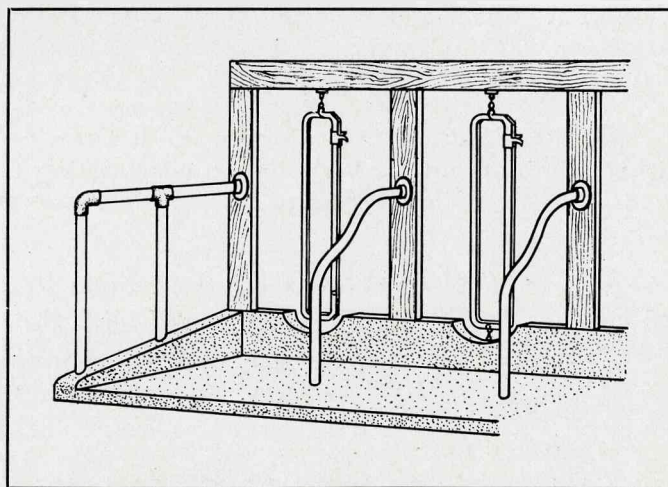
The Triple Bend Curved Partition is 1 9/10" Tubing. The lower end is reinforced with an insert 12" long, pinned with a steel bar 4" x 5/16".

An Iron Flange with Bolts is supplied to attach upper end of partition to wood frame.

Hot Galvanized inside and out.

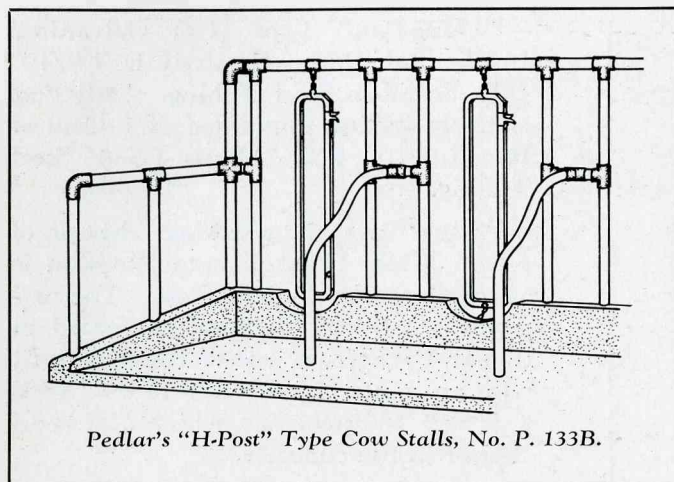
Standard Equipment includes 1 9/10" Partition with Flange, 7" U. Bar Painted Stanchion with Fittings, 6" Hang Hook (P. 73) and also (P. 74 or P. 75) for wooden or concrete curb. Specify whether wood or concrete curb when ordering. Shipping Weight—38 lbs.

The "Double" Stall is the same construction as the Single Stall described above and includes 1 9/10" Partition with flange, also 2 U. Bar Painted Stanchions with Fittings. Shipping Weight—60 lbs.



No. P. 61B—Partitions for Wood Stalls.

Pedlar's Cow Stalls with U. Bar Stanchions



No. P. 133B, Pedlar's "H Post" Type, Galvanized Cow Stall is designed for heavy beef cattle when a wide Stall is required.

This is the strongest type of construction used for Cow Stalls.

The Posts of the "H" Section are set the proper distance apart to allow the Stanchion to open wide enough to receive the cow's head.

When "Single Post" stalls are used for wide stalls, a cow is liable to place her head in the space between the Post and the Stanchion and to overcome this, attachments are sometimes used to try and prevent this. There is no need of any attachments when our "H Post" Stalls are used.

One complete SINGLE STALL No. P. 133B includes one 1 9/10" Headrail up to 3'-6" in length; two 1 9/10" Stall Posts 5'-5" long; one 1 9/10" Brace Piece 10" long; one 1 9/10" Curved Partition; five Interlocking T. Couplings; one Upper Clip for Stanchion; one Stanchion Holder for concrete curb and one 7" Painted U. Bar Stanchion. Weight of Complete Stall—88 lbs.

No. P. 133B DOUBLE STALL includes one 1 9/10" Headrail up to 7'-0" in length; four 1 9/10" Stall Posts 5'-5" long; one 1 9/10" Brace Piece 10" long; one 1 9/10" Curved Partition; eight Interlocking T. Couplings; two Upper Clips for Stanchions; two Stanchion Holders for concrete curb and two 7" Painted U. Bar Stanchions. Weight of one Double Stall—161 lbs.

The "H Post" for End Stalls, to finish a row of "H Post" Type Cow Stalls, when a complete Finished End is required, is similar in construction to the regular "H Post" except that the Cross Piece is only 4 1/2" long, instead of 10". Weight Complete with Couplings—16 lbs.

All the parts of the above Stalls are supplied in Hot Galvanized Material with Painted U. Bar Stanchions finished in Aluminum Paint.

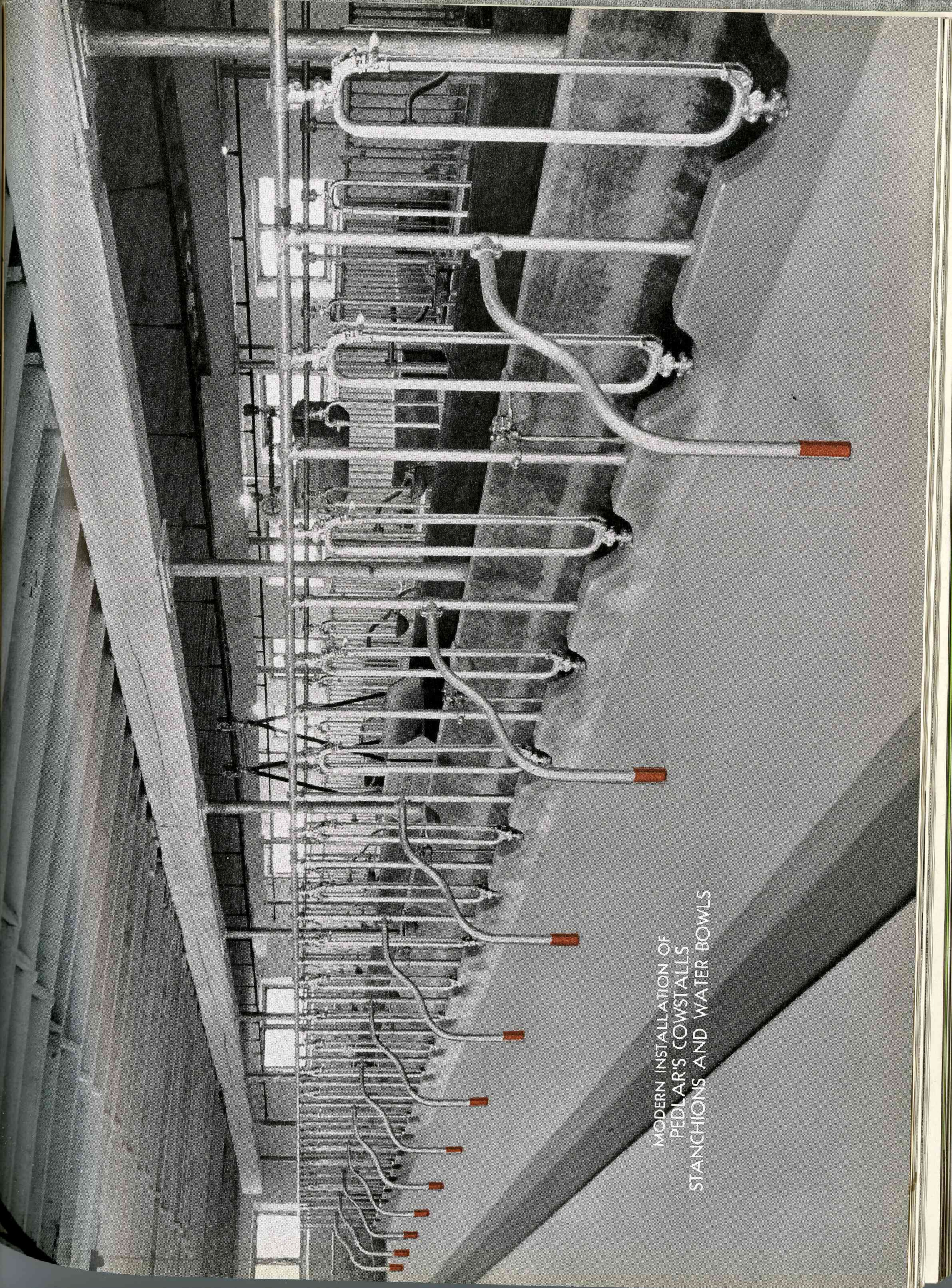
Copper Plating for Stall Partitions

Where added protection at the base of Cow Stall Partitions is desired, we recommend copper plating the bottom ends to a height of 12 inches.

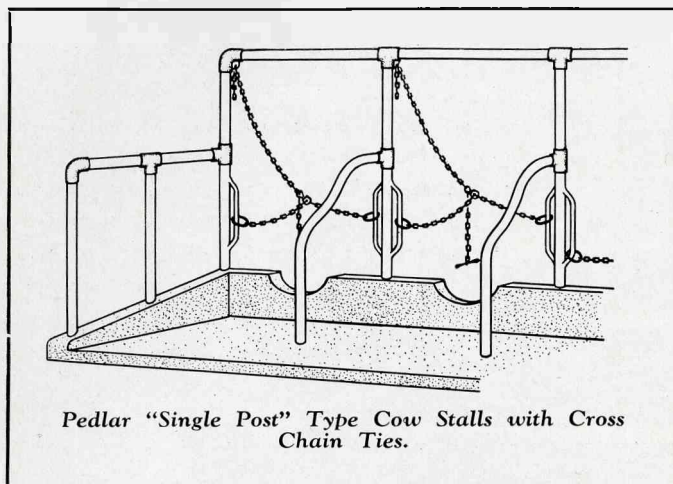
This can be furnished at a slight extra cost, the copper plating being done after the steel insert and anchor pin have been secured in the Partition. With this process the copper plating adheres to the outside as well as the inside of the tubing.

This manner of protection is far superior to other methods as the copper plating on the inside and outside prevents any possibility of corrosion.

MODERN INSTALLATION OF
PEDLAR'S COWSTALLS
STANCHIONS AND WATER BOWLS



PEDLAR'S COW STALLS with CROSS CHAIN TIES



No. P. 138B Pedlar "Single Post" Type Galvanized Cow Stall is similar in construction as our No. P. 59 with the exception that it is supplied with a Galvanized Cross Chain Tie and Slide Irons instead of a Stanchion.

When erecting a Cross Chain Tie Stall it is advisable to put in the Stanchion Holder in the concrete curb so that a Stanchion can be installed at a later date if desired.

The space for hanging a Stanchion is 4'-7" from the bottom of Headrail to the concrete curb.

The Pedlar Cow Stalls are supplied with Triple Bend Partitions as illustrated and described on page 132. See page 129 for full description of Pedlar Cross Chain Slides.

A complete SINGLE STALL No. P. 138B includes one 1 9/10" Headrail up to 3'-6" in length; one Stall Post 5'-5" long; one 1 9/10" Curved Partition; two Interlocking T. Couplings; one Cross Chain Tie; two Slide Irons and necessary bolts. A small hook is also supplied for hanging up Chain when not in use. All the above parts are Hot Galvanized Material. Weight per Stall—53 lbs.

A Complete DOUBLE STALL No. P. 138B includes one 1 9/10" Headrail up to 7'-0" in length; two Stall Posts 5'-5" long; one 1 9/10" Curved Partition; three Interlocking T. Couplings; two Cross Chain Ties; four Slide Irons; two Chain Hooks and necessary bolts. Weight per Double Stall—90 lbs.

Painted Cow Stalls with Galvanized Cross Chain Ties

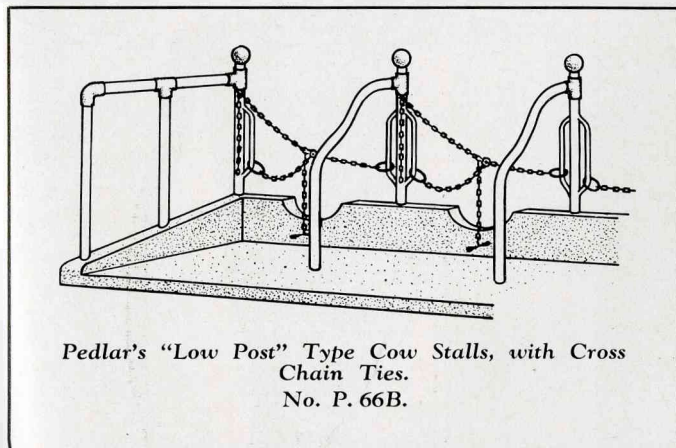
No. P. 139A "Single Post" Type Painted Cow Stall with Galvanized Cross Chain Tie is similar in construction as our No. P. 170A, page 122, with the exception that it is supplied with Chain Tie instead of a Stanchion.

A complete SINGLE STALL, No. P. 139A includes one 1 5/8" Headrail up to 3'-6" in length; one Stall Post 5'-5" long; one 1 5/8" Curved Partition; two Interlocking T. Couplings; one Galvanized Cross Chain Tie; two Slide Irons; one Chain Hook and necessary bolts. Weight per Stall—45 lbs.

A complete DOUBLE STALL, No. P. 139A, includes one 1 5/8" Headrail up to 7'-0" in length; two Stall Posts 5'-5" long; one 1 5/8" Curved Partition; three Interlocking T. Couplings; two Galvanized Cross Chain Ties; four Slide Irons; two Chain Hooks and necessary bolts. Weight per Double Stall—76 lbs.

We attach Slide Irons to all Stall Posts for above Stalls.

PEDLAR'S COW STALLS with CROSS CHAIN TIES



No. P. 66B, Pedlar "Low Post" Type Galvanized Cow Stall (without Headrail) with Galvanized Cross Chain Tie is favored by some Cattlemen who wish to have the stabling as inconspicuous as possible in order to show the Cattle to better advantage.

The Stall Posts are 3'-9" long and fitted with a Malleable Iron Knob on the top. These are made from 1 9/10" O.D. Seamless Steel Tubing and equipped with 5/8" Slide

Irons. For Specifications of Pedlar Slide Irons see page 129.

The Partitions for No. P. 66B Stall are of the Triple Bend Type as described on page 132.

A complete SINGLE STALL, No. P. 66B, includes one 1 9/10" Stall Post 3'-9" long with Malleable Iron Knob; one 1 9/10" Triple Bend Partition; one Cross Chain Tie; two Slide Irons; one Chain Hook; necessary bolts and one Interlocking T. Coupling. Weight per Stall—37 lbs.

A complete DOUBLE STALL, No. P. 66B, includes two 1 9/10" Stall Posts 3'-9" long with Malleable Iron Knob; one 1 9/10" Triple Bend Partition; two Cross Chain Ties; four Slide Irons; two Chain Hooks; one Interlocking T. Coupling and necessary bolts. Weight per Double Stall—57 lbs.

All Stall Posts are fitted with Slide Irons and Malleable Iron Knobs before leaving factory.

When putting in Cross Chain Tie Cow Stalls it is necessary to include an extra Stall Post for attaching Slide Iron at end of Stall Row.

The above Stalls can also be fitted with Leather Neck Strap Chain Ties. For description of Neck Straps see page 129.

All parts in the above Stalls are of Hot Galvanized Material, finished in Aluminum Paint.

When ordering Cow Stalls with Cross Chain Ties always specify the exact width of Stall required from centre to centre of Stall Post, so that we can furnish correct lengths of Cross Chain Ties.

GALVANIZED WATER PIPE and FITTINGS

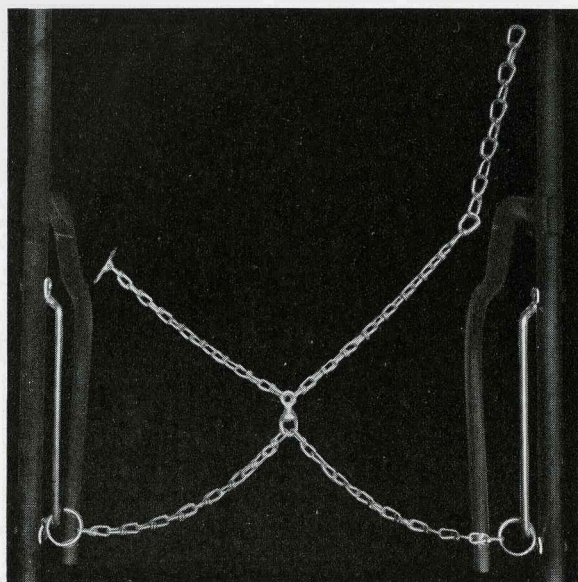
We carry a complete stock of Galvanized Water Pipe and Fittings for installing Water Bowls, Regulating Tanks and Supply Tanks.

We recommend 3/4" Galv. Pipe for all Water Bowl branches and 1" or 1 1/4" for main supply pipes.

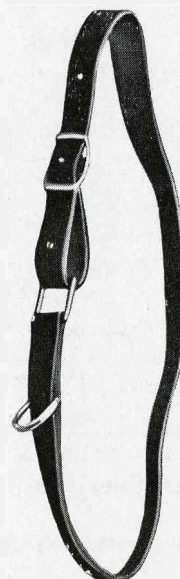
Globe Valves should be provided for each main supply pipe.

We will be glad to quote lowest prices on receipt of specifications.

Pedlar's Cross Chain Ties and Leather Neck Straps



Galvanized Cross Chain Tie with Slide Irons.



*No. P. 183.
Leather Neck
Strap.*

No. P. 182 Pedlar Galvanized, Cross Chain Tie is made of a heavy wire double link chain. The centre Swivel and Toggle are of Malleable Iron. The two rings for Slide Irons are $2\frac{1}{4}$ " in diameter and strongly welded.

After the Chain has been fabricated, it is Hot Galvanized. Weight—4 lbs.

No. P. 184 Pedlar Cross Chain for Leather Neck Straps, is similar to the above Chain, but is fitted with a Centre Swivel Snap for attaching Neck Strap. Weight— $2\frac{1}{2}$ lbs.

No. 181 Pedlar Galvanized Slide Rods for Cross Chain Ties are of $\frac{5}{8}$ " round iron and allow a chain movement of 18 inches. They are Hot Galvanized and the necessary Bolts for Steel Posts or Bolts for Wood Stalls are included. Unless otherwise specified, Bolts are always shipped. We sometimes supply Lag Screws when required. Weight per pair— $4\frac{1}{2}$ lbs.

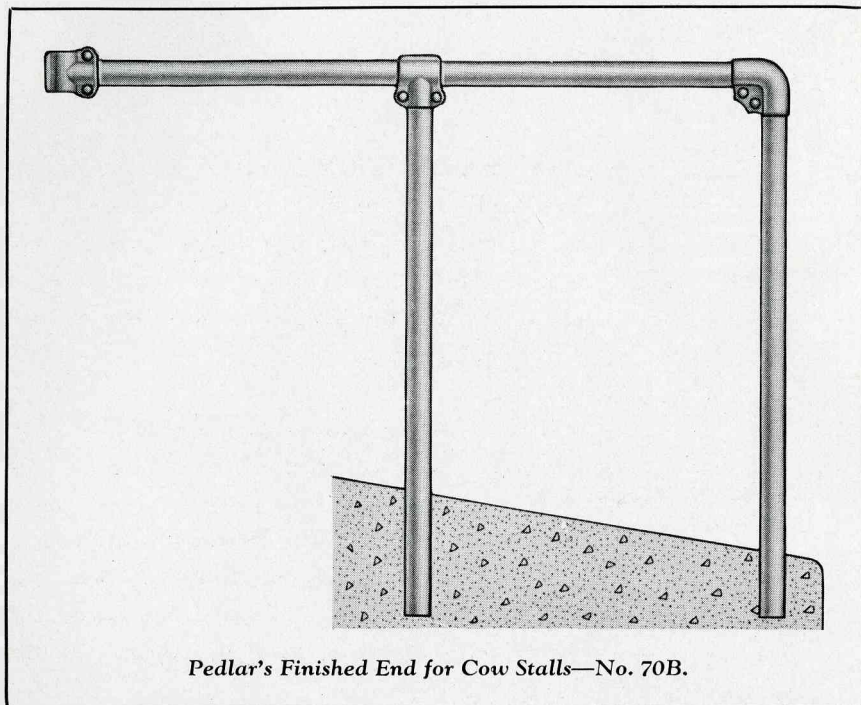
When ordering Cross Chain Ties specify the width of Stalls, centre to centre of Steel Posts, also state outside diameter of Stall Post. If for Wood Stalls the distance between Stall Posts should be given and thickness of Lumber for Slide Irons.

No. 183 Leather Neck Straps are made from the best quality of Harness Leather $1\frac{1}{2}$ inches wide. The D-ring and Clip Buckle are solid brass. The entire Strap is well made to give long service. Weight—1 lb.



INSTALLATION
PEDLAR'S
CROSS CHAIN TIE STALLS
WITH
COPPER PLATING
AT
BASE OF PARTITIONS

Pedlar's Finished End for Cow Stalls



Pedlar's Finished End for Cow Stalls—No. 70B.

No. 70B—Pedlar's Complete Finished End, Galvanized, 1 9/10" O.D. Seamless Steel Tubing is used at the end of a Row of Cow Stalls where a Passage is required.

It can also be used for attaching a Stop Gate or Stop Chain.

No. 70B — Finished End consists of one 1 9/10" O.D. Horizontal Rail 4'-6" long; two 1 9/10" O.D. Posts 3'-6" long; one Malleable Iron L. Coupling; one Malleable Iron Interlocking T. Coupling and a Flange or T. Coupling to connect to Steel or Wooden Stall Post.

Finished in Hot Galvanized and Aluminum. Weight—40 lbs.

The above Finished End to be used with Cow Stalls No. P. 59B, No. P. 60 B, No. P. 61B, No. P. 132B, No. P.133B, No. P.138B and No. P. 66 B.

No. P. 67B—Pedlar's Complete Finished End—is made up of 1 5/8" O.D. Seamless Steel Tubing; is used at the end of a Row of 1 5/8" O.D. Galvanized Stalls. It consists of the same number of pieces as the No. 70B, only it is of 1 5/8" size. Weight—35 lbs.

The above Finished End to be used with Cow Stalls No. 170B.

No. P. 67A—Pedlar's Complete Finished End is made of 1 5/8" O.D. Seamless Steel Tubing similar to No. P. 67B, only it is of Painted Material. Weight—33 lbs.

This Finished End to be used with Cow Stall No. P. 170A and No. P. 139A.

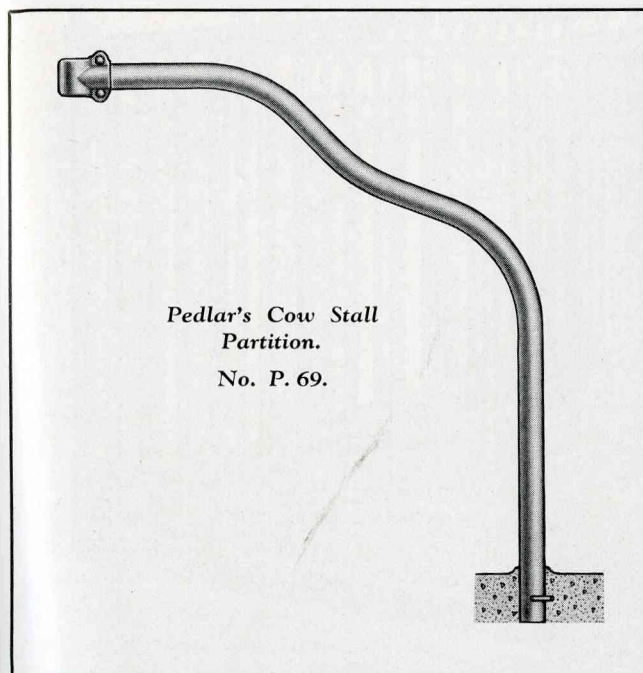
Sometimes it is necessary to extend a Finished End to close up a wide passage and use a Stop Gate or Stop Chain. In these cases extra Posts are required for the Finished End.

No. P. 65B—Extra Post and Coupling—consists of one piece of 1 9/10" O.D. Galvanized Seamless Steel Tubing 3'-6" long and one Interlocking T. Coupling. Weight—12 lbs.

No. P. 172B—Extra Post and Coupling—for 1 5/8" Galvanized Finished End No. P. 67B consists of one piece of 1 5/8" O.D. Galvanized Seamless Steel Tubing 3'-6" long and one Interlocking T. Coupling. Weight—10 1/2 lbs.

No. P. 172A—Extra Post and Coupling for 1 5/8" Painted Finished End No. P. 67A consists of one piece of 1 5/8" O.D. Painted Seamless Steel Tubing 3'-6" long and one Interlocking T. Coupling. Weight—10 lbs.

Pedlar's Cow Stall Partitions



*Pedlar's Cow Stall
Partition.
No. P. 69.*

PEDLAR'S TRIPLE BEND, CURVED PARTITIONS make Strong, Sanitary Cow Stalls, which occupy less space than the old wooden partitions. They are easily kept clean and do not interfere with the ventilation or lighting.

The Pedlar's Curved Partitions are reinforced at the lower end which enters the concrete, with a High Carbon Steel Insert 12 inches long. This Steel reinforcement and the Partition are set 4 inches into the concrete cow stand and guards against the Partition ever being bent or broken by the cattle.

The Steel Insert is pinned to the Partition with a $5/16$ " steel pin 4 inches long, which forms an anchor in the concrete. Pedlar's Partitions are the only ones having this special feature.

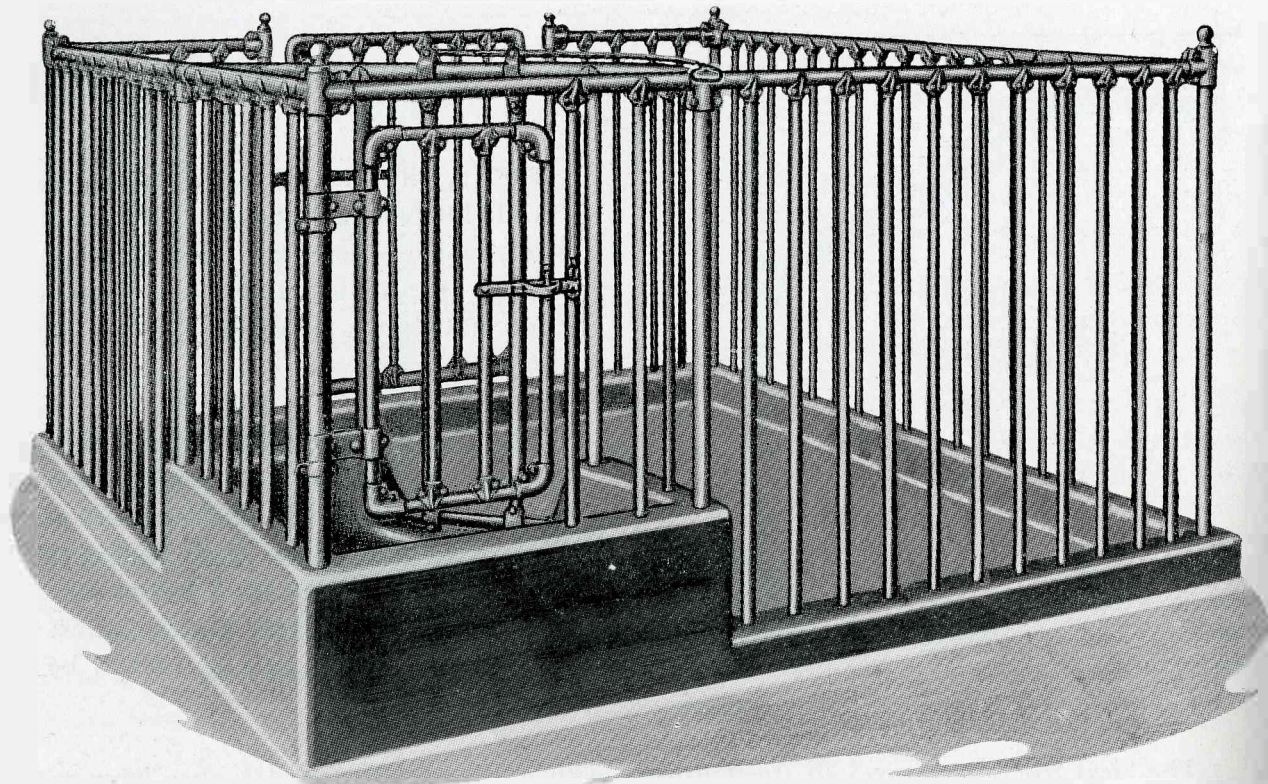
No. P. 69 Pedlar's Galvanized Triple Bend Curved Partition is for Cow Stalls of $1\frac{9}{10}$ " O.D. Galvanized Tubing. It is made of $1\frac{9}{10}$ " O.D. High Carbon Steel Tubing. It is the strongest Partition on the market, being made from large diameter pipe. Then too, the High Carbon Steel possesses for greater strength and rigidity than the ordinary pipe generally used for this purpose. It is Hot Galvanized inside and outside after being formed. Reinforced with High Carbon Steel Insert as described above. Weight— $16\frac{1}{2}$ lbs.

No. P. 173B Curved Partition is for our $1\frac{5}{8}$ " O.D. Galvanized Cow Stalls, similar in design to the above No. 69. It is made from $1\frac{5}{8}$ " O.D. Seamless Steel Tubing and is of the same size and quality of pipe generally used by other makers. It is Hot Galvanized inside and outside after being formed. Reinforced with High Carbon Steel Insert 12" long. This Partition is Copper Plated at the lower end to a height of 12 inches. Weight—14 lbs.

No. P. 173A is Pedlar's Painted, Triple Bend, Curved Partition for Cow Stalls, and is made of the same kind of material as used for our $1\frac{5}{8}$ " O.D. Galvanized Partitions. It is painted with Pedlar's Special Aluminum Paint which gives excellent protection. This Partition also has the High Carbon Steel Reinforcement described above. Weight—14 lbs.

An Interlocking T. Coupling to join the Partition to Steel Stall Posts or a Special Flange and Bolts for Wooden Stall Posts is included with each Pedlar Cow Stall Partition.

Pedlar's Tubular Steel Maternity Pen



No. P. 78 Tubular Steel Maternity Pen Curb Construction

A Pedlar Cow Pen is a necessity on any Farm. It provides light, roomy, sanitary quarters for either sick Cows or Cows calving. Many valuable Cows and Calves have been lost due to improper facilities. Pedlar's Cow Pens are the best quarters available and will display a stock offered for sale to the best advantage.

Pens should be 10'0" x 12'0", and should not be less than 9'0" x 10'0" in size.

No. P. 78—Pedlar's Maternity or Cow Pen, Curb Construction (as illustrated)—

Specification:—Top Rail, Corner and Gate Posts and Gate Frame are the same as No. P. 77. Fillers are 4'-4" in length and are 1 5/16" O.D. Seamless Steel Tubing spaced at 6-inch centres. The upper end is attached to the Top Rail with Pedlar's "2-Bolt" Clamp Fittings, while the lower end is set 2 inches into the Concrete Floor. Finish: Hot Galvanized, inside and out. Weight per Ft.—22 lbs. We suggest the use of 5 inch high Curbs.

See Page No. 135 for Corner Mangers and Stanchions.

No. P. 77—Pedlar's Steel Maternity or Cow Pen, Panel Construction. The height of the Pen above the Floor of the Stable is 4'-4".

Specification:—

The Top Rail and Bottom Rail is 1 5/8" O.D. Seamless Steel Tubing.

The Fillers are 1 1/16" O.D. Seamless Steel Tubing, each 3'-6" long and attached at each end with Pedlar's "2-Bolt" Clamp Fittings. They are spaced at 6-inch centres.

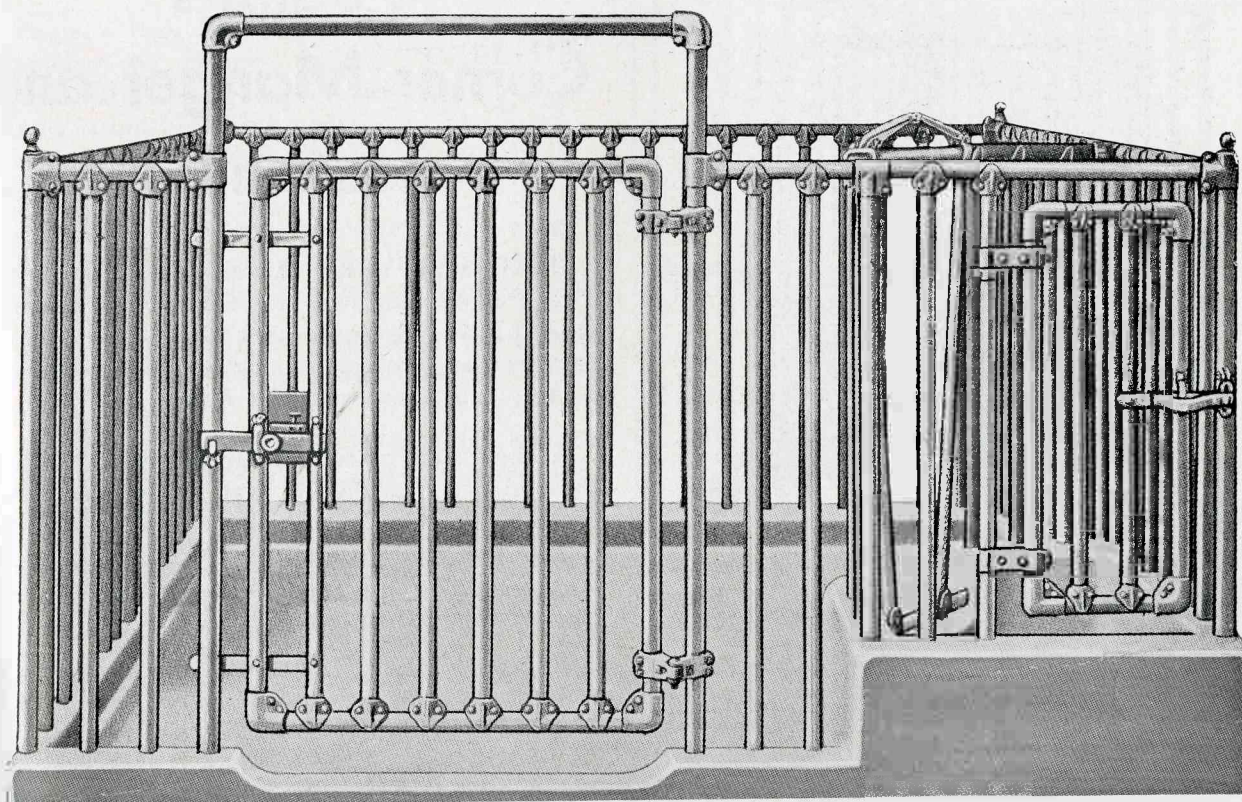
Corner Posts are 1 5/8" O.D. Seamless Steel Tubing, each 4'-10" long, and are set 4 inches into the Concrete Floor.

Gate Posts are 1 5/8" O.D. Seamless Steel Tubing, each 5'-6" long, and are anchored 12 inches into the Floor. Gate Frame connecting the Gate Posts is also 1 5/8" O.D. Tubing.

Fittings:—Pedlar's Interlocking, Dust-Proof Type.

Finish:—Hot Galvanized, inside and out. Weight per Ft.—18 lbs.

Pedlar's Tubular Steel Bull Pen



PEDLAR'S Tubular Steel Bull Pen is 5'-6" above the level of the Stable Floor. We recommend a Concrete Curb 5" high, into which Tubes should be anchored.

Top Rails and Corner Posts are 1 9/10" O.D. Seamless Galvanized Steel Tubing. Corner Posts are 6'-0" long, and are set in Concrete 4" below Floor level. This gives a 9" Anchor through the 5" Curb and 4" into the Floor.

Gate Posts are 1 9/10" O.D. and 8'-0" long. The bottom of Posts have two Steel Bars to serve as Anchors in Concrete. Posts are set 17" into the Concrete—12" below the Floor and 5" in the Curb.

Overhead Gate Frame which joins Gate Posts is 4'-0" long.

The Overhead Gate Frame can be eliminated and top of the Gate Posts carried up and anchored to Ceiling Joists with Pipe Flanges and Lag Screws. This permits Litter Carrier Track to be run into the Bull Pen.

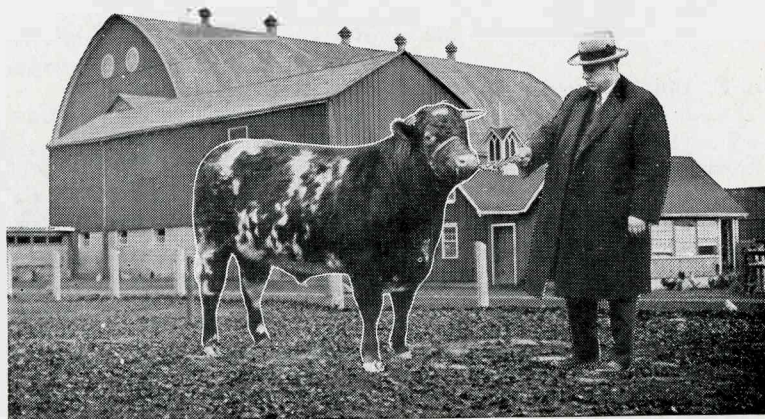
Fillers are 1 5/8" O.D. Tubing and 5'-5" long at 7" centres. They are set 6" into Concrete—5" into Curb and 1" below Floor Level.

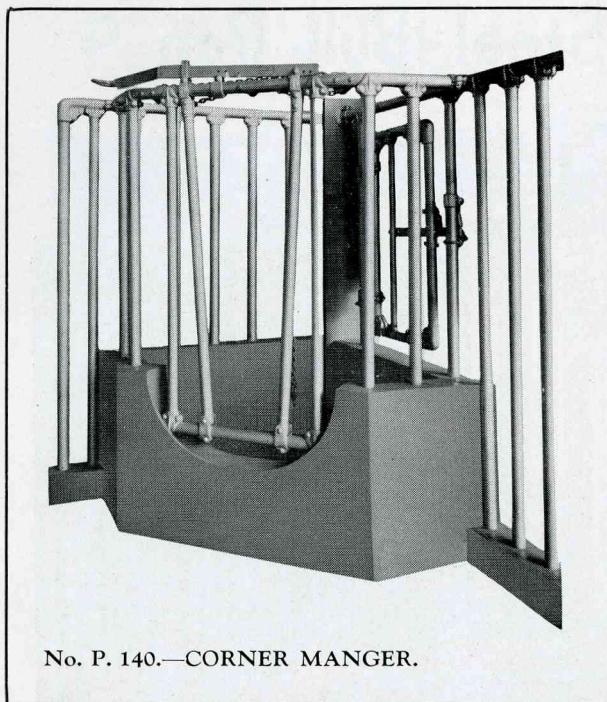
Shipping Weight Panel—20 lbs. per Ft.

Shipping Weight Gate and Frame—245 Lbs.

Bull Pens should measure 10 ft. x 14 ft.

Pedlar's Bull Pen provides every facility for safely controlling the most vicious animal, and is moderately priced.





No. P. 140.—CORNER MANGER.

Pedlar's Corner Manger and Stanchion

Provides the safest, easiest, and most simple Tying Device known, and every Stock Breeder should have this equipment for his Bull. As it is placed in one corner, it does not obstruct or occupy much space in the Pen.

A little feed placed in the Manger will lure the Bull into putting his head in the open Stanchion, which can then be closed and locked from the passage without entering the Pen. A Safety Chain with a Swivel Snap is provided which can be attached to the Nose Ring.

The Manger Gate is also located along the Feed Passage. The bottom of Manger should be 2" or 3" above the floor level, and a Drain provided so that Manger can be easily and quickly flushed out. Specifications:—

Top and Bottom Rails are 1 9/10" Steel Tubing.

Fillers are 1 5/8" Steel Tubing each 4' long and set 8" in the Concrete.

Two moveable Stanchion Legs are 1 5/8" Steel Tubing, reinforced with Steel Inserts. Upper ends are opened or closed by a welded Chain working over 3 Iron Pulleys. Chain is operated by a Steel Bar with a Handle Grip extending into Feed Passage.

Feed Gate is 25" wide, with 1 5/8" Frame, with 1 1/16" Fillers.

Feed Gate Latch is strong and positive.

Hinges are adjustable type.

Finish:—Hot Galvanized.

Weight—135 lbs.

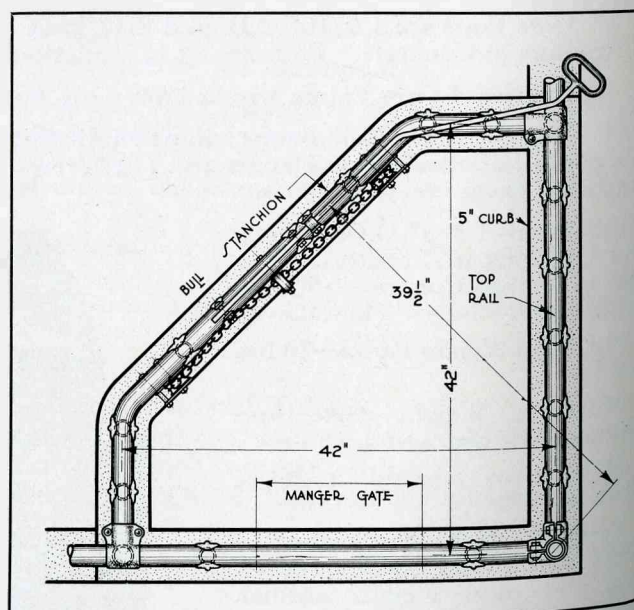
No. P. 141—Corner Manger and Stanchion for Cow Pen.

Same construction as above except that Top and Bottom Rails are 1 5/8" Steel Tubing, with 1 5/16" Fillers.

Stanchion and Feed Gate are same as for P. 140.

Finish:—Hot Galvanized.

Weight—100 lbs.



Pedlar's Tubular Steel Gate for Bull Pen

Pedlar's Bull Pen Gate combines Strength, Free-Working Hinges and a POSITIVE Animal-Proof Latch which can be opened or closed instantly in an emergency. The Latch is automatically locked shut by a Spring Lock Pin.

Specification:—Gate is made to fit between Gate Posts 4 feet apart and the Top Rail of the Gate is level with the Top Rail of the Pen.

Gate Frame is 1 9/10" inch O.D. Seamless Steel Tubing and Pedlar's Interlocking, Dust-Proof Fittings.

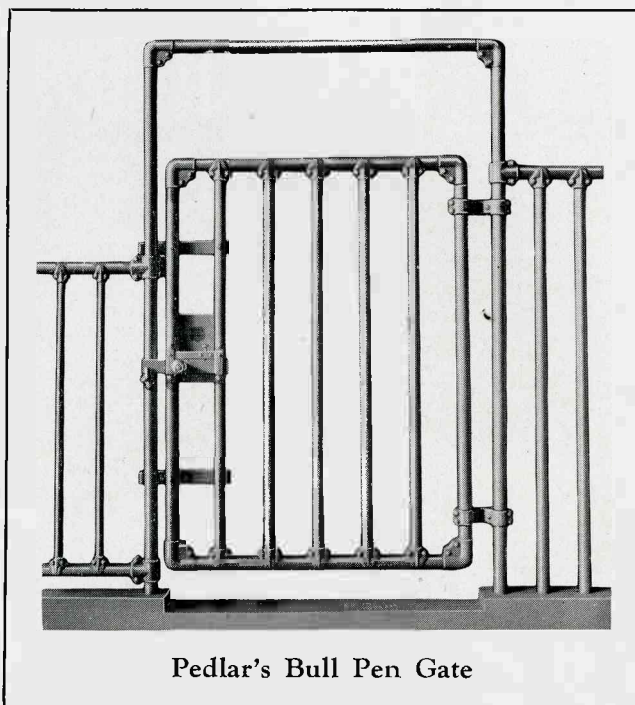
The Fillers are 1 5/8" O.D. Seamless Steel Tubing, each 4'-8" long attached to Gate Frame with Pedlar's "2-Bolt" Clamp Fittings.

Gate Swings In and is provided with two 1/2" x 2" Steel Gate Stops to prevent it opening out.

Gate Hinges are Pedlar's "Offset" Type with 6 Bolts in each Hinge. A Machine Bolt through the Hinge Gate Post and Gate Frame.

Gate Latch is of Spring Slide Type with Automatic Spring Lock Pin. The Latch closes itself and prevents an attendant ever being locked in the Bull Pen. A Grey Iron Knob Handle is provided and a Heavy Steel Plate inside the Gate makes it Animal-Proof.

Finish:—Hot Galvanized inside and out. Weight—245 lbs.



Pedlar's Bull Pen Gate

Pedlar's Tubular Steel Gates for All Other Pens

Specifications:—

Gate Frames are 1 5/8" O.D. Seamless Steel Tubing with Pedlar's Interlocking Dust-Proof Fittings.

Fillers are 1 1/16" O.D. Seamless Steel Tubing of proper length and attached to the Gate Frame with Pedlar's "2-Bolt" Clamp Fittings.

Hinges—Pedlar's Adjustable Malleable Iron Gate Hinges which are adjustable 2 1/2 inches to allow for variation in width of Gate Openings.

Latches are Stock-Proof and are made of Steel. A Latch Guard swings out over the Latch as soon as it drops into the Catch and prevents it from being lifted out until the Keeper is pushed back out of the way.

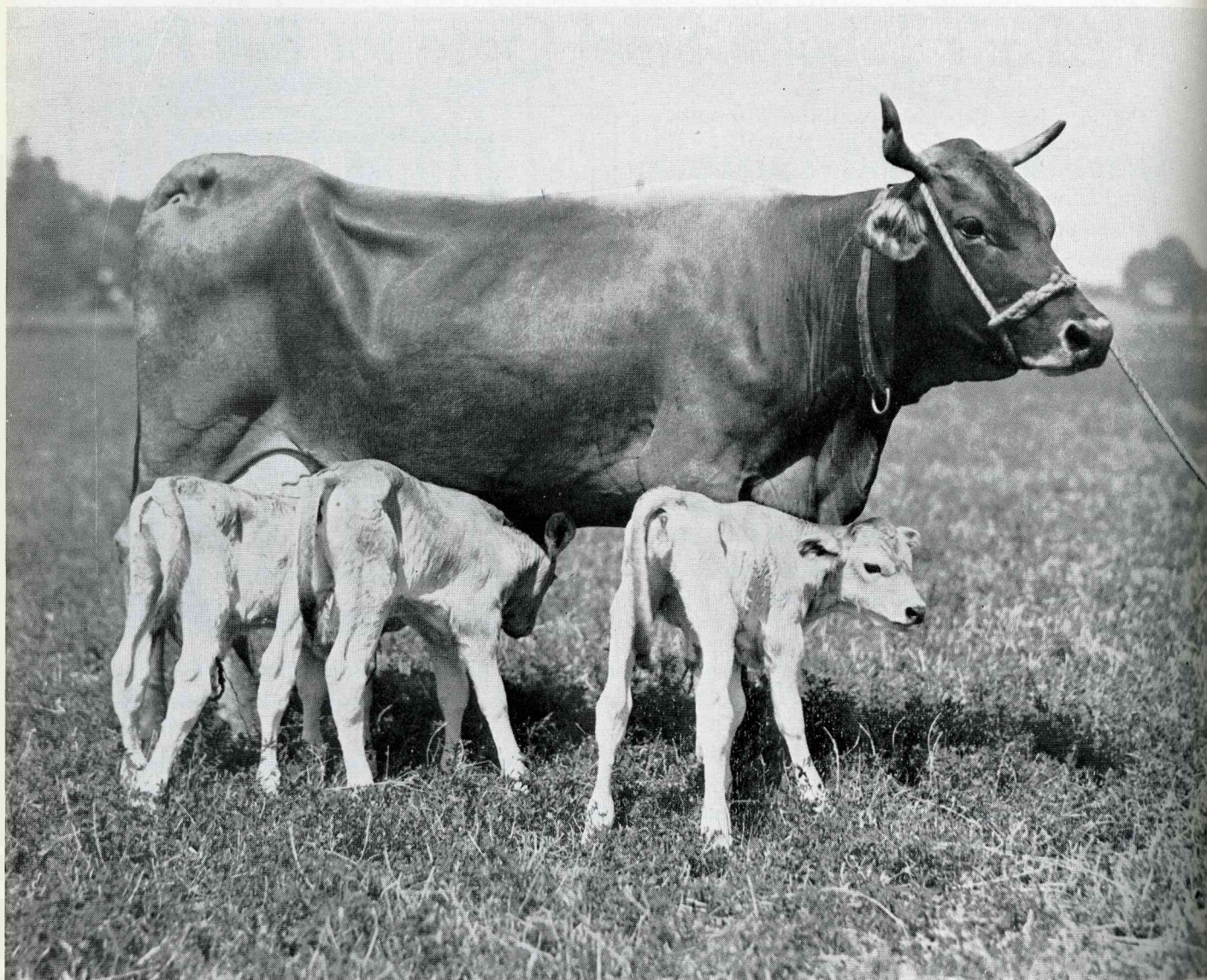
Finish:—Hot Galvanized.

Standard Size Gates usually supplied.

For Cow Pens 3'-6" wide x 3'-9" high. Weight complete with Posts, etc.—99 lbs.

For Calf Pens 3'-0" wide x 3'-3" high. Weight complete with Posts, etc.—91 lbs.

For Hog Pens 2'-6" wide x 3'-3" high. Weight complete with Posts, etc.—88 1/2 lbs.



Triplet Brown Swiss Calves—Owned by G. N. Irwin, Stonehaven Farm, Whitby, Ont.
Born July 5th, 1936 - Weights—Bull Calf 65 lbs. One Heifer 61 lbs. Other Heifer 54 lbs.

PEDLAR'S TUBULAR STEEL CALF PENS

PEDLAR'S Calf Pens are essential for raising strong and healthy Calves. A well ventilated Calf Pen of sufficient size will do as much as good breeding or proper feeding to raise good stock.

Disease is practically unknown in these sanitary Pens. Each Calf Pen is strong enough to accommodate a Cow if necessary at any time.

No. P. 79A—Calf Pen Panel is 3'-10" above Stable Floor.

The Top and Bottom Rails, Corner and Gate Posts are 1 5/8" Seamless Steel Tubing. Corner Posts are 4'-4" long, Gate Posts 5'-0" long, and are anchored 12" into the Floor and connected below Floor Level with two pieces of 1 5/8" Tubing which serve as Braces. All the Fittings are Malleable Iron. Fillers are 1 1/16" Seamless Steel Tubing 3'-0" long, attached to Top and Bottom Rails with "2-Bolt" Clamps at 5-inch centres. All material is Hot Galvanized. Shipping Weight—18 lbs. per Foot.

No. P. 80A—Stanchion Front provides a Stanchion for each Calf.

These Stanchions can be operated in series with a Lever Bar or Calves can be tied in or released separately. Calves can be fed separately from a milk pail so that they each receive the correct ration for proper growth. Pens can be cleaned with less trouble and soon pay for themselves. They are constructed similar to P. 79A Panel, except that the Fillers which serve as Stanchions are 1 5/16" Seamless Steel Tubing. All material Hot Galvanized. Shipping Weight—21 lbs. per Ft.

Modern
Installation
of
Pedlar's
Calf Pens
Showing
Concrete
Mangers
and
Manger
Fronts.

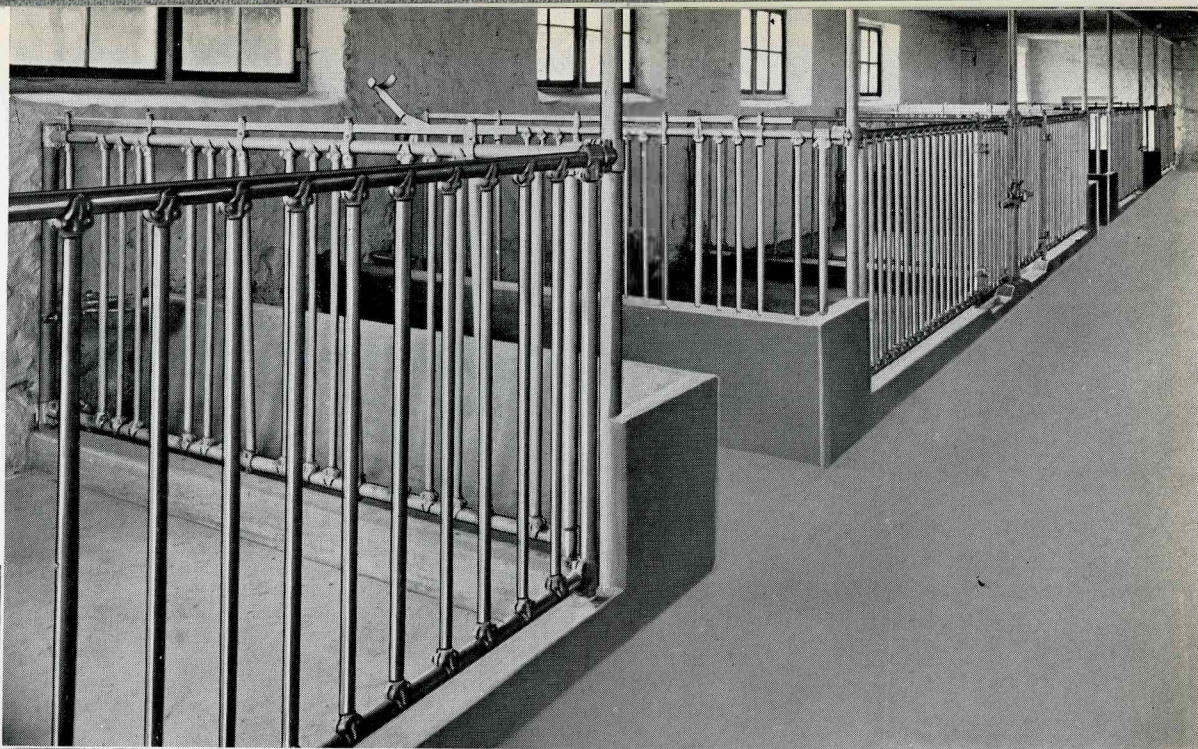
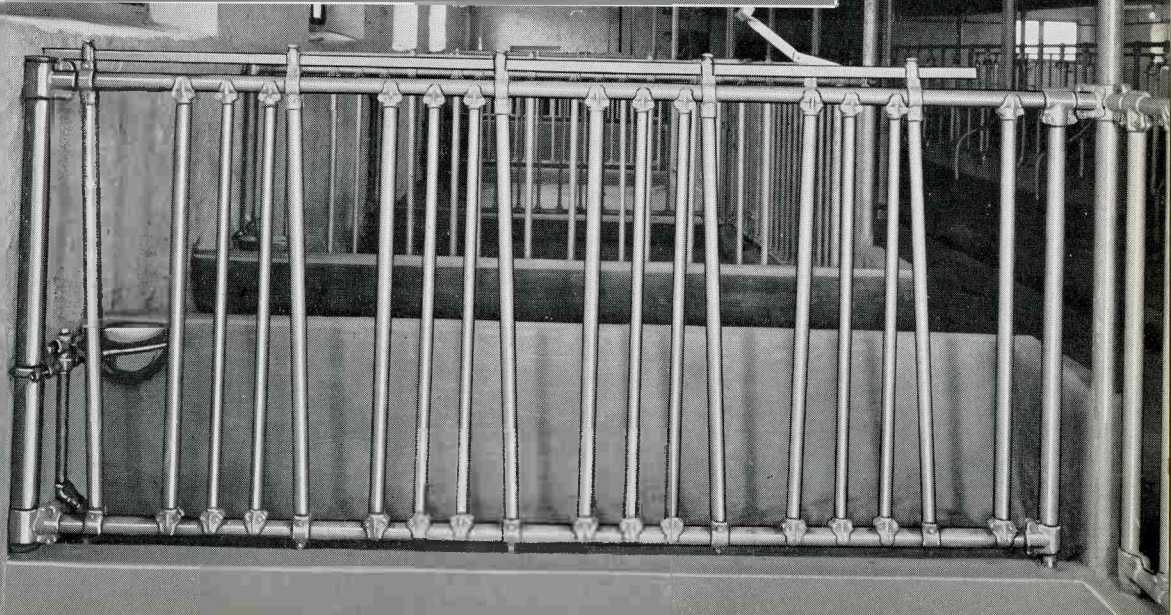


Illustration
of
Pedlar's
Calf Pen
in corner of
Stable.
Note the
heavy
Gate Latch
which is used
on all Pedlar
Calf Pens.

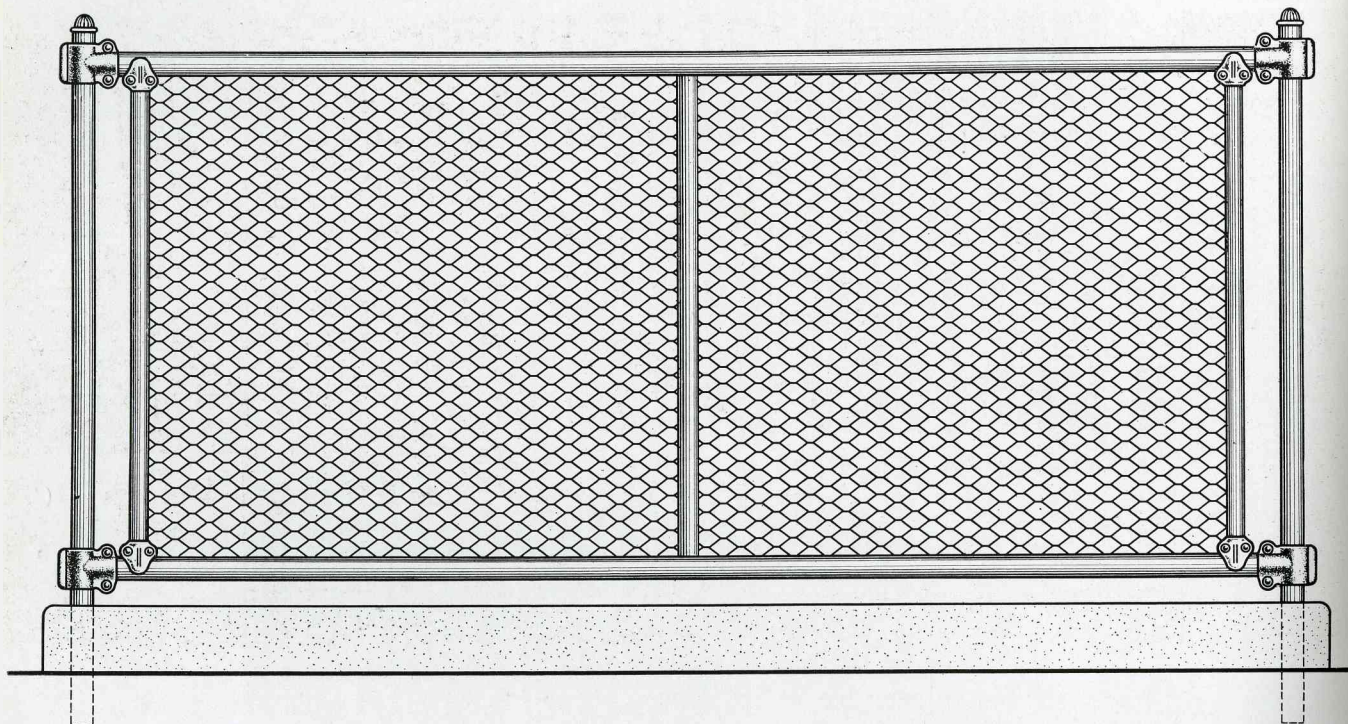


Pedlar's
Calf Pen Front
No. P. 80A.
Stanchions can
be adjusted to
accommodate
larger Stock
if desired.
Note heavy
Tubing for
Stanchions.



Pedlar's Calf Pen Division Panels

No. P. 79B.



THE Calf Pen Panel illustrated above is very practical for the purpose of dividing a row of Calf Pens into Pens of smaller dimensions.

Top and Bottom Rails are 1 5/8" Steel Tubing, while the End Posts which hold the Expanded Metal are 1 5/16" diameter. These Posts are fastened to the Top and Bottom Rails with "Two-Bolt" Malleable Iron Clamps. The Posts which hold the Panel are 1 5/8" Steel Tubing, 4'-4" long.

The Expanded Metal is 1" Diamond Mesh, 14 Gauge Steelcrete, and is reinforced in centre of Panel with 1/4" x 1 1/2" half-oval Iron. Height above Floor —3'-10". Weight—11 lbs. per foot.

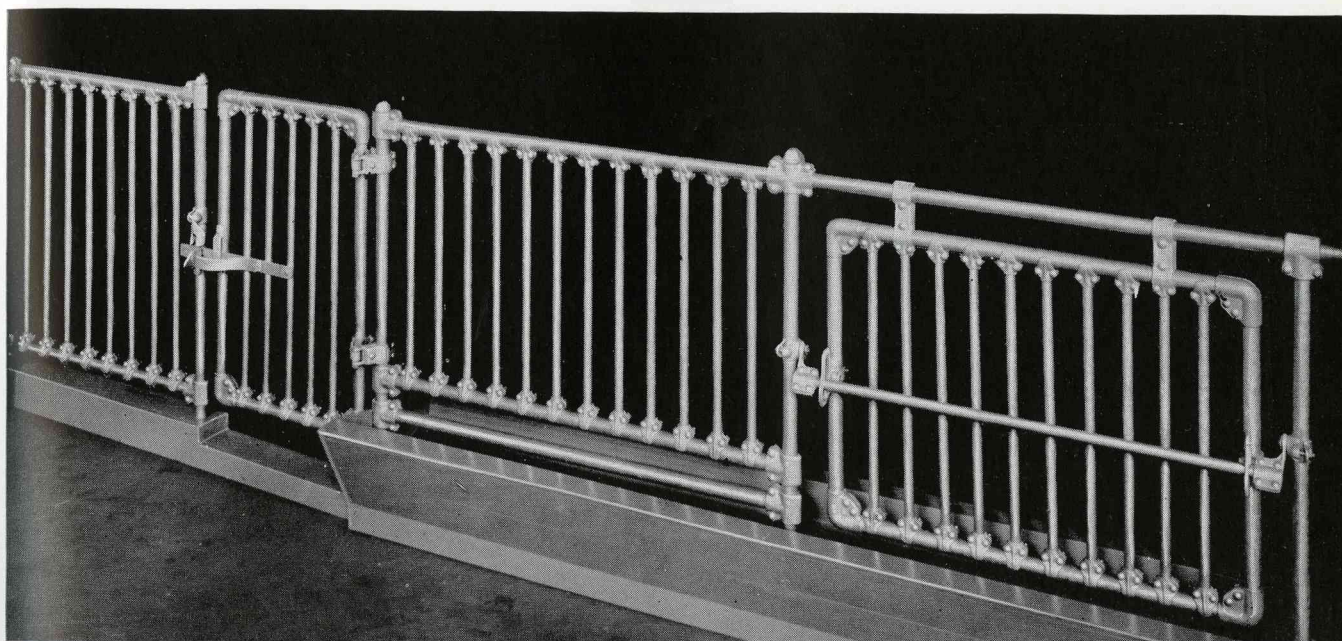
The complete Panel is Hot Galvanized Finish.

No. P. 80B—Tubular Steel Feed Rack for Cows and Young Stock are made of the same material as our Standard Cow and Calf Pen Panelling. It is made with 2 ft. fillers of 1 1/16" Steel Tubing at 4" centres. Top of Rack is 30" wide, and is assembled with "2-Bolt" Malleable Clamps. Hot Galvanized Finish. Weight—18 lbs. per ft.

The above Calf Pen Division Panel may also be used for Hog Pens, when well lighted and ventilated pens are required. A row of Hog Pens divided with the above panels are much healthier and cleaner than wood or concrete partitions. These Panels can be made up to any length and height to suit individual requirements.



Pedlar's Tubular Steel Hog Pens



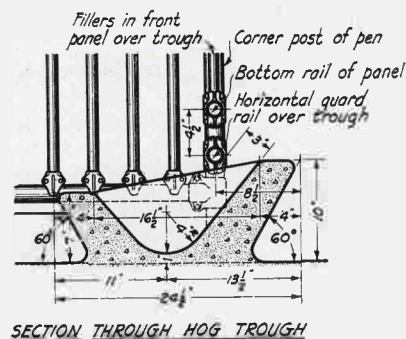
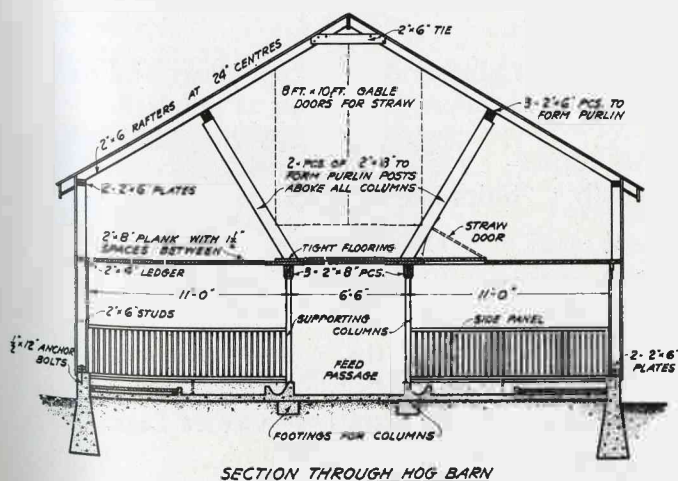
The Pedlar Hog Pen Panel (No. P. 82) weighs 21 lbs. per foot.

This is constructed similar to our Calf Pen, except that Upright Fillers are placed at 4" centres, and the Gate is 2'-6" in width between Gate Posts.

Hog Pen Panel (No. P. 85) has an extra Bottom Rail in the section above the Trough. Weight—22 lbs. per foot.

Hog Pen Swing Front Panel (No. P. 83) is the neatest and strongest Panel that is made. The Frame is 1 5/8" Steel Tubing. Fillers are 1 1/16" Tubing 2'-2" long and spaced at 4" centres. The Panel automatically locks in place when closed or opened. Panel can be operated from any point in front.

There are no complicated working parts to get out of order. Weight—23 1/2 lbs. per foot.

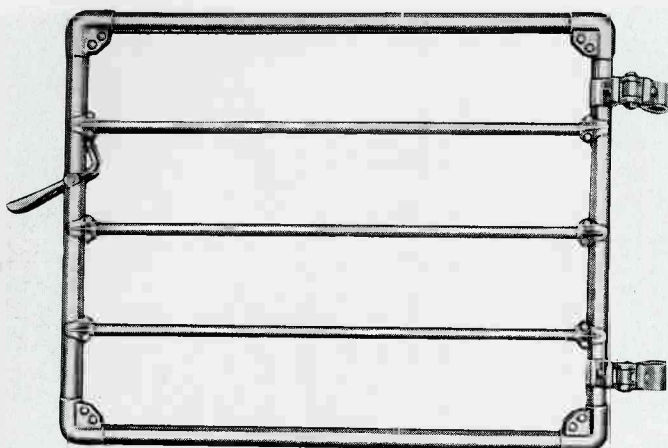


It is very simple in construction and easily operated.

All Corner Posts, Top Rails, Gate Frame and Gate Posts are 1 5/8" Steel Tubing. Gate Posts are supplied with two Cross Bar Stay Rails which serve as an anchor in the concrete below the floor level.

All Pens are made from Galvanized material and Finished in Aluminum.

Pedlar's Alley Gates & Stop Chains



No. P. 86—Alley Gate.

Our Stop Chain (No. P. 136) can also be used as an efficient barrier where a Gate is not practical.

This is a heavy electric welded Chain, to one end of which is attached a $\frac{1}{2}$ " Hook for fastening in a Malleable Iron Clamp.

The Tubular Steel Alley Gate is made up with a Frame of 1 $\frac{5}{8}$ " O.D. Steel Tubing and Fillers of 1 $\frac{1}{16}$ " Steel Tubing.

It is held together with heavy Malleable Iron Clamps and Couplings. All parts are Hot Galvanized material.

Standard height is 2'-6", and the width is made to any required size.

Gate is fitted with heavy Hinges for attaching to Post or Wall.

When ordering, state distance between Posts, also size of Posts being used.

Standard Width of Gate 3'-6".

Aluminum Finish. Weight—61 $\frac{1}{2}$ lbs.

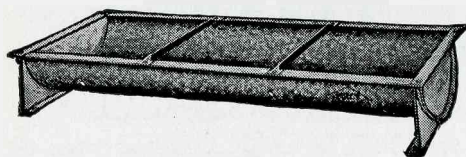


No. P. 136—Stop Chain.

The latter can be secured to a 1 $\frac{9}{10}$ " or 1 $\frac{5}{8}$ " O.D. Post. The other end can be supplied with a Malleable Iron Clamp and Screw Eye for either fastening to a Post or to the Wall.

When ordering, state size of Posts or nature of Wall for attaching Chain, also width of opening.

Chains are Hot Galvanized. Standard length—4'-6". Weight—12 $\frac{1}{2}$ lbs.



No. P. 142—Hog Trough

Hog Troughs are made of 20 Gauge Galvanized Steel—10" wide and 5" deep.

Brace Rods are placed across the top of the Trough at 12" centres.

Troughs of this kind are easily kept clean, and can be readily moved to different locations as required.

Width	Depth	Length	Shipping Weight	
10"	5"	3'	11 lbs.	
10"	5"	4'	13 $\frac{1}{2}$ lbs.	
10"	5"	5'	16 $\frac{1}{2}$ lbs.	
10"	5"	6'	19 lbs.	
10"	5"	8'	25 lbs.	These sizes have Centre Legs.
10"	5"	10'	30 lbs.	

Pedlar's Sanitary Water Bowls

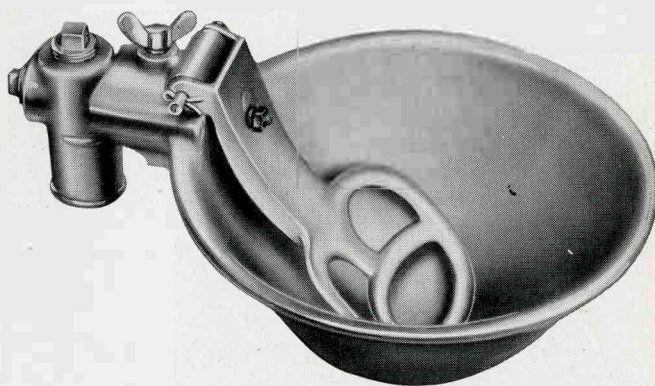
A Water Bowl installation is one of the best investments that can be made on the Farm. They improve the Health of the Cattle, help increase Milk Production, and save Time and Labor.

The "Canada" Automatic Water Bowl, No. P. 93, is very easy to install. It can be placed at any desired height, and either have the branch pipe feed from above or below the Valve.

Each Bowl is self regulating.

By simply loosening one screw, the Bowl may be removed from the Valve for cleaning if necessary.

Made from heavy gauge Galvanized Steel and Finished in Aluminum.



No. P. 93.
"Canada" Automatic Water Bowl.
Shipping Weight—9¾ lbs.



No. P. 151A.
For Steel.

The Disc, Valve Tap and Clamp are made of heavy Malleable Iron.

Valve parts are solid Brass.

The Valve is set in a horizontal position to prevent any chaff or grit settling on the seat of the Valve and thus preventing Fuller Ball shutting off the flow of Water.



No. P. 151B.
For Wood.



No. P. 98.

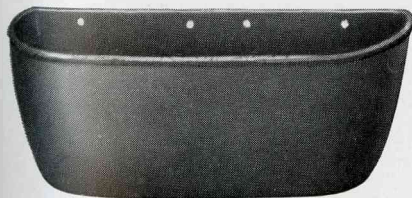
Strong Malleable Iron Clamps are supplied for attaching Bowl to Stall Posts.

When ordering specify whether for Wood or Steel Posts.

When Bowls are fed from above, we supply a Malleable Clamp (P. 98) for attaching Feed Line to the Headrail of Stalls.

This Clamp is also used for a Milking Machine Clamp.

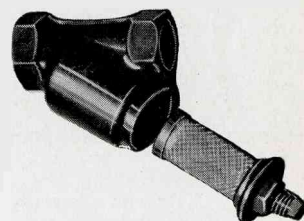
When installing a Water System, we recommend a Water Pipe Strainer (No. P. 137). This should be placed near the Supply Tank immediately below a Stop Cock, so that Water may be shut off when it is necessary to clean the Strainer. The Screen in Strainer is perforated Brass, and is very easily removed for cleaning trap of Strainer. Finished in Black Enamel. Weight—2¾ lbs.



No. P. 90
Aluminum Finish. Wt. 21 lbs.

GRAVITY WATER SYSTEM BOWLS

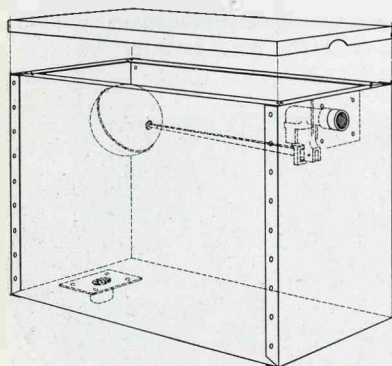
No working parts to get out of order. They are tapped for ¾" Pipe, and water enters the Bowl about 2" from the bottom, consequently no dirt can be sucked down into the Branch Pipe.



No. P. 137.
Water Strainer.

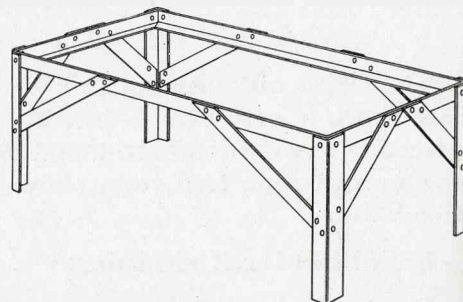
These Bowls may be attached to either Wood or Steel Posts. Each Bowl is supplied with 2 Bolts for 2" Lumber. Steel Clips for Steel Stalls are supplied at a small extra charge.

Pedlar's Regulating Tanks



No. P. 91.

Weight of Tank,
Complete with
Float and Valve—
50 lbs.



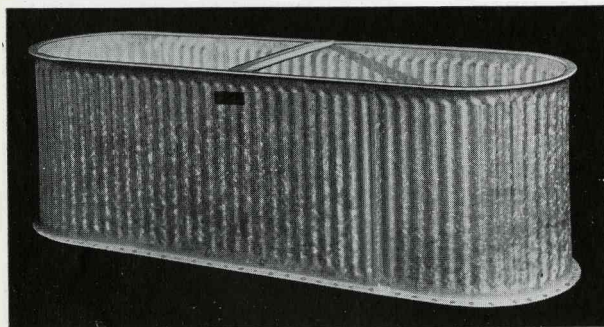
No. P. 92.

WHEN installing a Gravity System, it is necessary to have a Regulating Tank. This Tank regulates the level of the Water in the Bowls.

The Water Supply may be fed to the Regulating Tank from a Pressure Tank, City Water Main, or by gravity from an overhead supply Tank, Spring, or by a Hydraulic Ram. The Water Bowls in a system of this kind should be placed on a level and two inches below the top of Regulating Tank. One Regulating Tank should be used for not more than fifteen Bowls.

The Pedlar Regulating Tank is constructed of 18 Gauge Copper Bearing Galvanized Sheet Steel. The inlet and outlet is for 1" Pipe. The Float in Tank is of Copper; Valve and Float Rod of heavy Brass. The size of Tank is 26" long, 9" wide, and 18" deep. Supplied with a Cover of the same material as Tank. Sometimes it is necessary to have a Stand for supporting the Tank. These are made of 1" x 1" x 1/8" Angle Iron 10" in height, and Finished in Aluminum.

These Stands can be made to any desired height for a small extra charge.



No. P. 143.

The Supply Tank, No. P. 143, is made of 20 gauge Galvanized, Corrugated Steel, and may be fitted with a "Floor Flange" for pipe connection if desired. A sketch should be sent indicating where Connection is desired and size of Flange wanted.

These Tanks are very practical for the Stock, and can also be used for Underground Cisterns, Attic Cisterns, Sheep Dipping, Milk Cooling and gathering Maple Syrup.

WATERTIGHT AND DURABLE.

Width	Depth	Length	Capacity	Weight
2 Ft.	23 In.	5 Ft.	3 bbls.	70 lbs.
2 Ft.	23 In.	6 Ft.	3½ bbls.	81 lbs.
2 Ft.	23 In.	7 Ft.	4¼ bbls.	92 lbs.
2 Ft.	23 In.	8 Ft.	4¾ bbls.	103 lbs.
2½ Ft.	23 In.	8 Ft.	6 bbls.	115 lbs.
3 Ft.	23 In.	10 Ft.	9 bbls.	140 lbs.

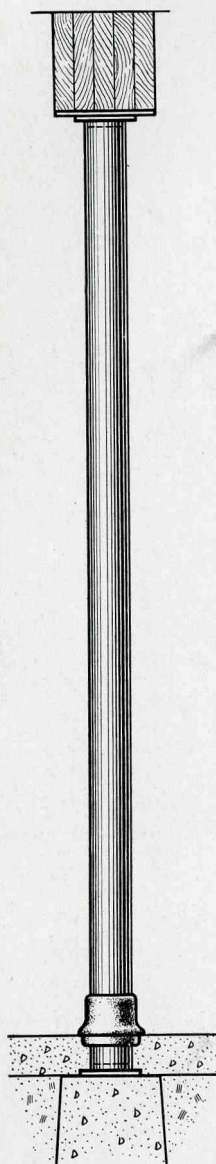
For Estimating Size of Tank Required, the following is given merely for a Guide.

Horses use approximately 6 to 7 Gallons per day.
Cows use approximately 15 to 20 Gallons per day.
Calves use approximately 2 to 3 Gallons per day.



INSTALLATION OF COW STALLS,
STANCHIONS AND WATER BOWLS FOR
W. E. CALVERT, FLORIST,
BRAMPTON, ONT.

Pedlar's Steel Supporting Columns



No. P. 144

SUPPORTING COLUMNS are made of the very best Material procurable in both Galvanized and Painted.

The most popular size in demand is 4" outside diameter, which are fitted with a heavy Galvanized Ring at the Floor Line, extending one inch below and four inches above. They are adjustable and weigh 6½ lbs.

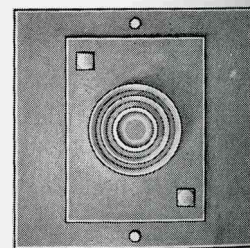
Plain Columns without Protecting Rings can be supplied in 3", 3½" and 4½", in lengths of 7', 7½', 8' and 8½'.

Base Plates and Top Caps are Malleable Iron, and in sizes to fit the different sized Columns, and Finished in either Painted or Galvanized.

Top Caps have two Lag Screws for attaching to Wood Beams. They are 6" x 8" (Weight—5¾ lbs.) and when required for larger sizes are bolted to a 3/8" Wrought Steel Plate and made in following sizes:—10" x 10"—16 lbs.; 12" x 12"—21 lbs.; 14" x 14"—18¾ lbs.

The position of Columns governs the layout of the Stable, and it is therefore important to first consider the widths of Cow Stalls required and proper Spans for Joists and Beams.

Columns are usually placed at about 10½ ft. centres. When used in a Stable with a centre feed passage, they should be placed in line with the Head-rail, or at 6 inch centres behind in line with Stall Partitions.



No. P. 147 - Top Plate

SAFE LOADS IN POUNDS FOR PEDLAR'S STEEL COLUMNS

Sizes	7 Ft.	7½ Ft.	8 Ft.	8½ Ft.	9 Ft.	9½ Ft.	10 Ft.	Weight Per Foot.
3"	12537	12168	11800	11045	11020	10720	10420	5.77 lbs.
3½"	19165	18722	18280	17890	17500	17100	16700	7.55 lbs.
4"	22860	22450	22040	21680	21320	20960	20500	9.05 lbs.
4½"	30103	29502	28900	28560	28220	27760	27300	10.73 lbs.

When the Columns are filled with Concrete, they will carry about 1/6 more Weight.

Pedlar's Litter and Feed Carriers

ALL FARMERS dread the season when the stock is in from Pasture and the old daily drudgery of stable cleaning and feeding begins.

Every day in the week—Sundays included, the stable must be cleaned and the stock fed. On Dairy farms in many localities, regulations require that stables be cleaned before milking, night and morning.

Cleaning stables—using a wheelbarrow is always hard work. It is dirty, monotonous and back-breaking for even the strongest man. Many a boy has decided to leave the farm as the result of the stable work in winter and early spring, wheeling the barrow along paths ankle deep in muck and up a slippery plank runway.

In the stable, time was lost and needless steps wasted, carrying litter to the barrow or moving it along gathering a load.

Pedlar's Litter Carriers and Feed Carriers now make cleaning stables and feeding stock a boy's chore before and after school, instead of work which necessitated an extra hired man.

Pedlar's Litter Carriers move easily at a touch on smooth running Bronze or Ball-Bearing Wheels on a Steel Track. Snow and ice, mud and water do not matter. The Track is suspended overhead and is independent of ground conditions. It cannot run off the Track or empty its load before the Tub is released. The Tub can be emptied to either side. This feature is important when it is being dumped directly into a manure spreader, ready to be drawn out to the fields without further handling. The Tub cannot be tripped accidentally; a sharp, easy pull on the Trip Rod is all that is required.

One load with a Pedlar's Litter Carrier will replace half a dozen trips with a wheelbarrow. It holds liquids as well as solids and the water-tight Tub will not drip all over the stable floor. It will save *45 minutes out of every hour* of the time required to do the same work with a wheelbarrow.

With a Pedlar Litter Carrier, stable chores are just as easy and pleasant as milking, feeding, etc., and hours of hard work saved will soon pay for the equipment. Loads are emptied exactly where you want to place them. Passages and stable entrances are kept clean and neat.

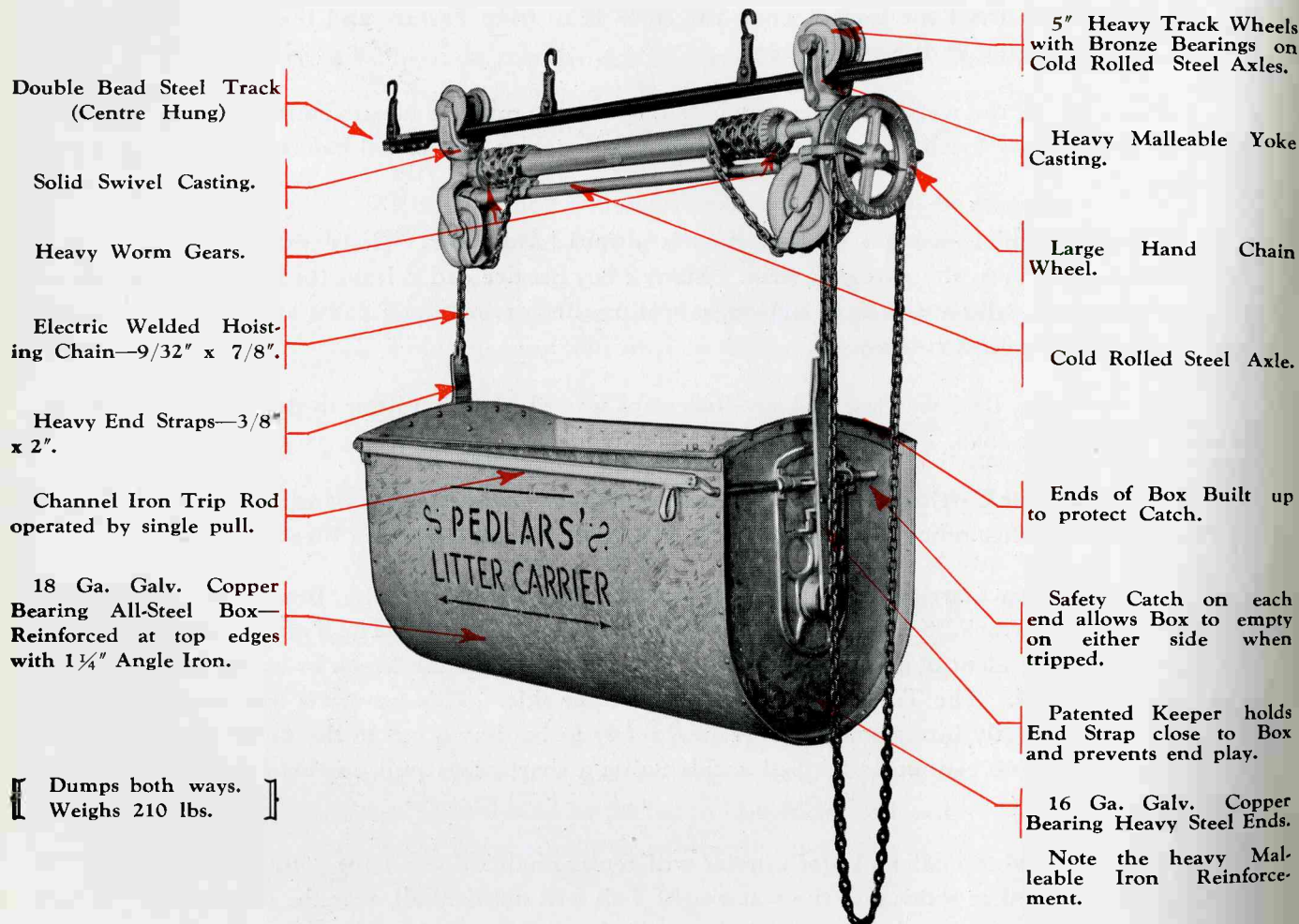
Pedlar's Feed Carriers when used for feeding a large herd of cattle are a distinct economy. They save feed dropping in passage ways and save miles of needless steps carrying feed from silo, root cellar and feed room to the farthest cows. Feed Carriers can be carried on the same track as the Litter Carrier, which is usually extended for this purpose. If floors are smooth and level, a Floor Truck can be used.

Pedlar's Feed Carriers will take sufficient silage or grain at one trip to feed a head of 25 cows. Compare this with the number of trips required to feed the same cows by old-fashioned methods. A Pedlar Feed Carrier will save hours of time every week and will eliminate all of the heavy work.

Pedlar's "Chain Lift" Litter Carrier

No. P. 41

Embodying More Features than any other type



THE ESSENTIAL FEATURES to be looked for in selecting a Litter Carrier should be dependability, ease of operation, convenience, and long service. Consider carefully the construction and design and last, but not least, the reputation of the Company that makes the equipment.

The above cut illustrates the well-known worm gear hoist—the most powerful lifting device known to science.

Practically double as much can be lifted as with any other hoisting type. A one pound pull on the Hand Chain will lift 40 pounds in the Bucket. This is a very desirable advantage in handling heavy manure.

The Track Wheels have Bronze Bearings and Cold Rolled Steel Axles. They are the largest Wheels that have ever yet been used for Litter Carriers.

Track Wheels can be supplied with Oilless Ball Bearings at a small extra charge.

Pedlar's Litter Carriers glide along the heavy Steel Track quite easily under heavy loads.

All Boxes on Pedlar's Litter Carriers are of heavy All-Steel construction reinforced where the wear comes with Malleable Castings. The Sides are made from 18 gauge, and the Ends from 16 gauge Copper Bearing Steel, Galvanized with 2 ounces of pure Zinc. This is the best quality of Anti-Corrosive Steel which it is possible to buy, and the extra heavy Galvanizing is twice as heavy as on ordinary Steel Sheets. The heavy gauge, the quality of the Steel and the heavy Galvanizing assures for longer service from a Pedlar Litter Carrier than from any other make.

Outside measurements of the Box:—48" long, 25 1/2" wide and 26" deep.

Clearance necessary when Box is upright—42 1/2"; when dumped—45 1/2".

Regular Box will raise and lower 4 ft. Extra Chains can be supplied to raise and lower up to 20 ft. for use where Stable Ceilings are very high.

Consider the features of Pedlar's Litter Carriers over those of other manufacturers before you decide to purchase—save money and trouble by getting the very best in Litter Carrier Equipment.

Pedlar's Litter Carrier is made to operate either on Double Beaded Steel Track or on the edge of Flat Track.

Pedlar's "Crank Lift" Litter Carrier

No. P. 42

Shipping
Weight—
225 lbs.

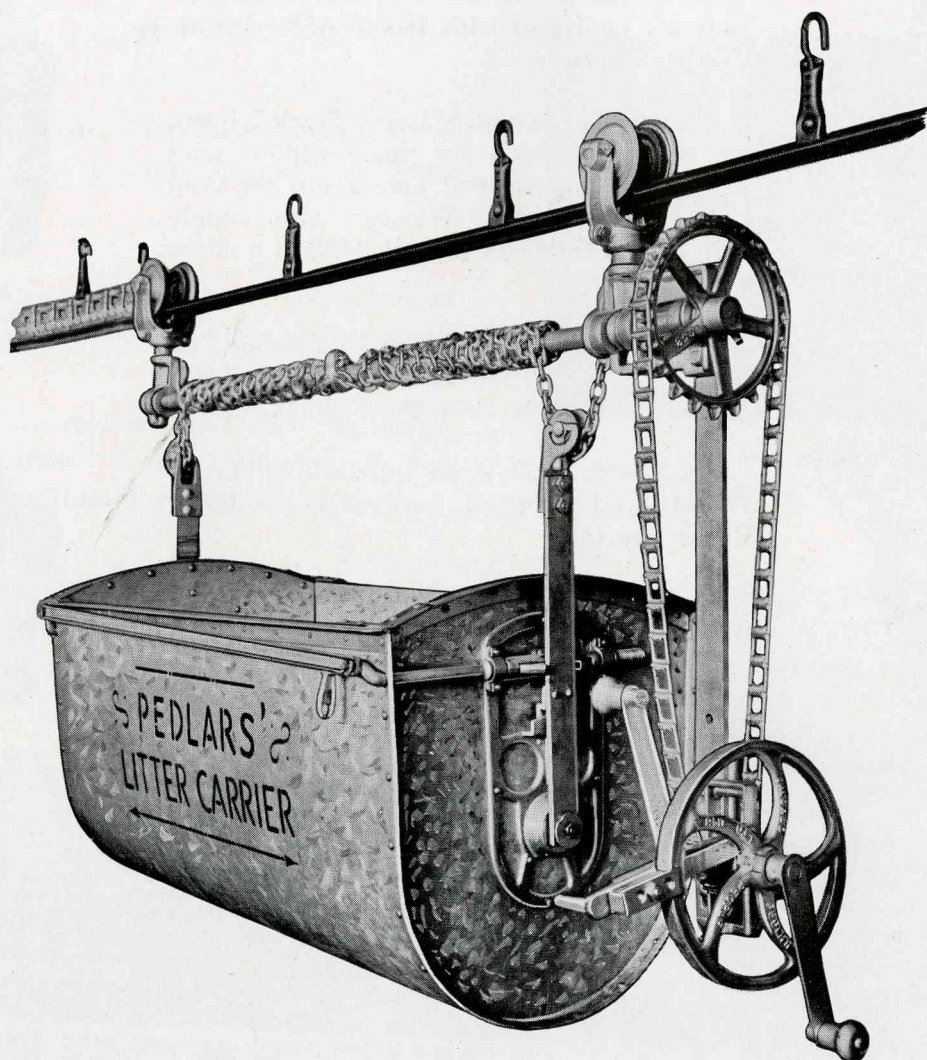
Hoisting
Chain
9/32" x 7/8"

End Straps
3/8" x 2"

Channel Iron
Trip can be
operated from
either end.

Box dumps
both ways.

Galvanized,
Copper Bear-
ing All-Steel
Bucket.
Sides - 18 gauge.
Ends - 16 gauge.



5" Diam.
Track Wheels
with Bronze
Bearings on
Cold Rolled
Steel Axles.

9" Sprocket
Wheel, 1 1/4"
Cold Rolled
Steel Axle.

Malleable
Link-Belt
Chain.

Malleable
Iron End Re-
inforcement.

Carries all
working parts
and acts as
housing for
Axles.

Bevel Keeper
holds End
Straps close to
box.

Hand Wheel
fitted with two
handles 9" long
with Iron
Swivel Grips.

The Pedlar "Crank Lift" Carrier is the most modern type of Carrier made with a Windlass Lift.

It is so rigidly constructed that it will give the maximum of service. Only the very best materials have been used in manufacturing, including heavy gauge Galvanized Copper Bearing Sheets

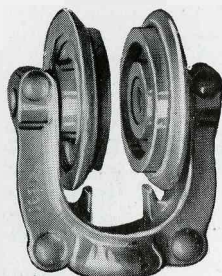
Clearance necessary when box is windlassed up to the Track is 42 1/2", and when box is dumped 45 1/2".

Regular Chain supplied will raise or lower box 4 feet.

Extra Chain can be supplied to raise or lower for a maximum of 20 feet.

Carrier is made to operate on our Double Bead Steel Track or on the edge of Flat Track.

Pedlar's Trolleys for Litter Carriers



No. P. 45B.
Bronze Bearing.
Weight—9 lbs., 11 oz.



No. P. 45D.
For Light Track.
Weight—8 lbs., 6 oz.

All Pedlar Litter Carriers and Feed Carriers are equipped with No. P. 45B—Bronze Bearing Trolleys.

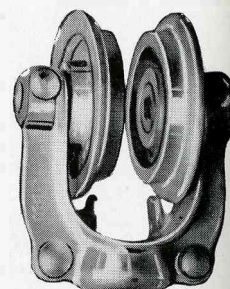
These are made with 5" heavy Track Wheels, the Hubs of which are made with a solid Bronze Bearing reamed out to run on Cold Rolled Steel Axles. We can also supply Oilless Ball Bearings (No. P. 45C) at a slight extra cost.

When Overhead Track is in position we can supply No. P. 45D for Flat Track and No. P. 45E for Double Bead Steel Track.

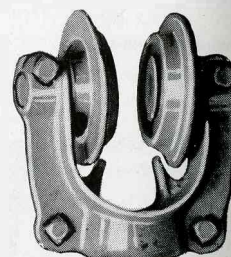
No. P. 45E Trolleys are fitted with 4" Track Wheels and supplied with Case-Hardened Roller Bearings.

The Iron Yokes are slightly smaller than those on P. 45B and P. 45C Trolleys.

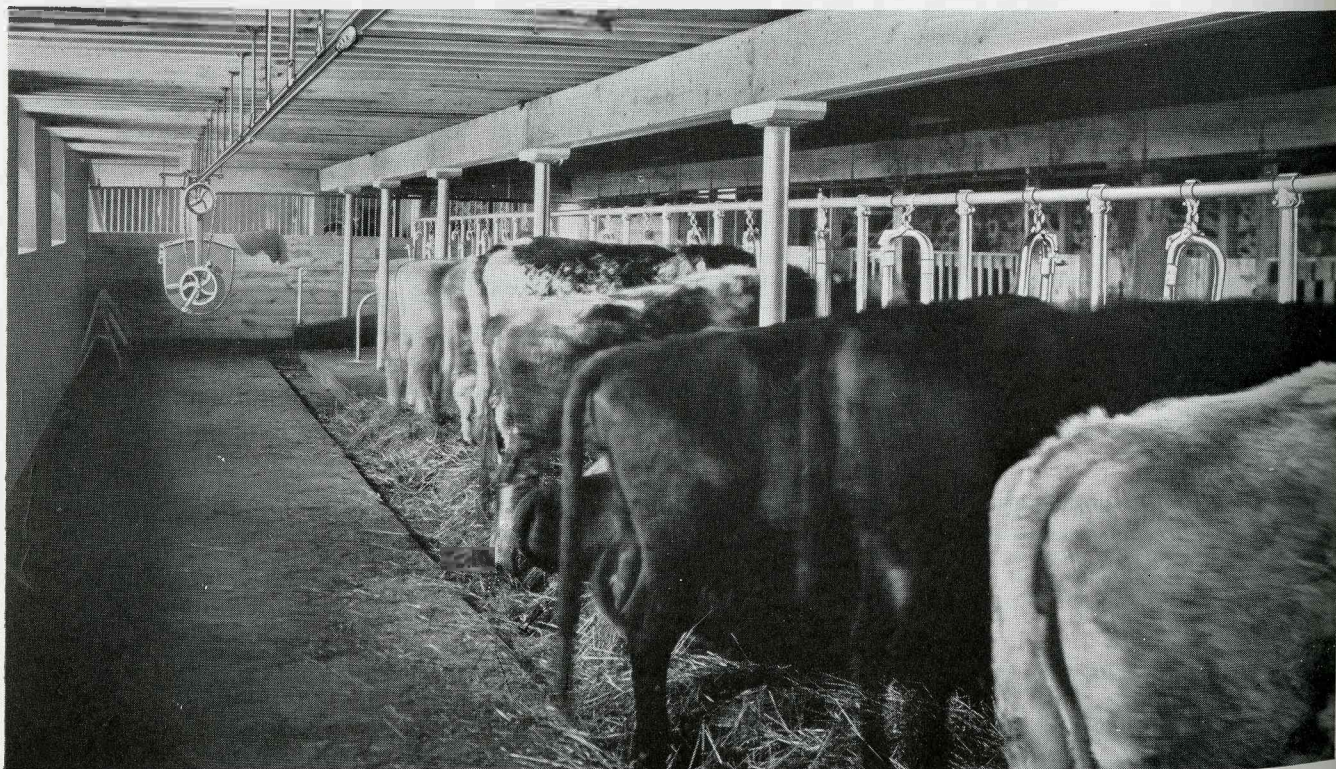
We recommend the larger Trolleys in all cases as they are much superior and only slightly more costly.



No. P. 45C.
Ball Bearing.
Weight—9 lbs., 5 oz.



No. P. 45E.
Old Style Trolley.
Weight—7 lbs., 4 oz.



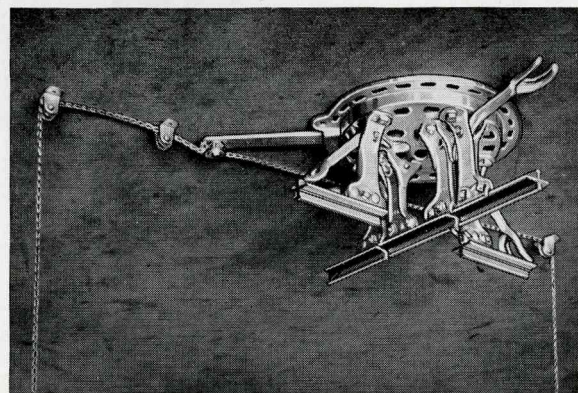
Pedlar's Switches for Steel Track

Litter Carriers and Feed Carriers can be run wherever desired by installing one of these Switches.

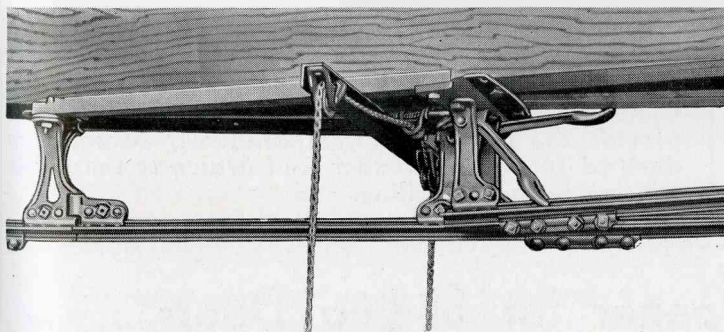
They are strong and durable, easily operated and positive, and will give a lifetime of service.

They can be reversed and used for either right or left curves. Branch Tracks can be run in any direction from the main line of track.

Switches should not be placed in doorways, especially when Sliding Doors are used. This can usually be avoided by reversing the curve of the Track and placing the Switch inside the building. Then make a Back Switch from the side line to the main line and out through the door.



No. P. 68—Cross Track Switch.
Shipping Weight—39 lbs.



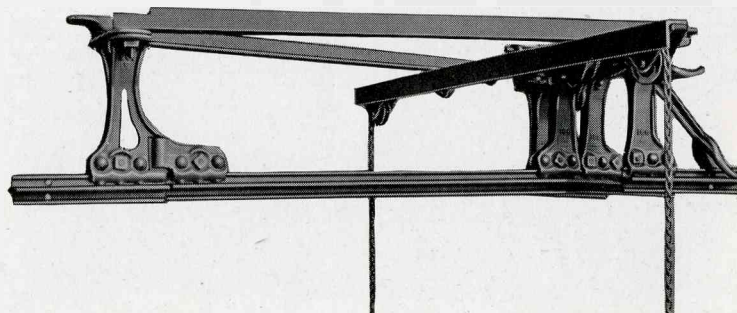
No. P. 46—Two Way Switch.
Shipping Weight—31 lbs.

The hinged section is automatically locked in position. Automatic Stop for open ends of Switch, prevents the Carrier running off the Track.

Switches can be operated easily, irrespective of height of Track above the floor.

The Pedlar Switches as illustrated are mounted with Steel Angle Iron. The centre portion of the Track is hinged to the short connecting Track by Malleable Iron Castings.

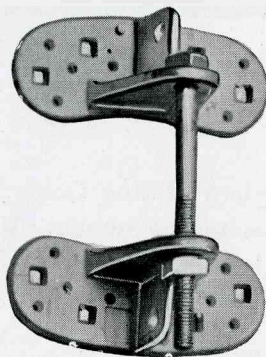
A pull on the Switch Chains slides the hinged section of Track on the Iron Plate to opposite Track.



No. P. 47—Three Way Switch.
Shipping Weight—36½ lbs.



No. P. 56.
Yard Supports
for
Pedlar's Steel Track.
Shipping Weight—155 Lbs.



No. P. 49.
Swing Pole Hinge.
For both Steel and Wood
Poles.
Adjustable to size of Pole.
Specify length of Bolt
required.
Shipping Wt.—8¾ lbs.

Pedlar's Yard Supports for Steel Track

For use in carrying Steel Track in the yard where Posts are not in the way or objectionable.

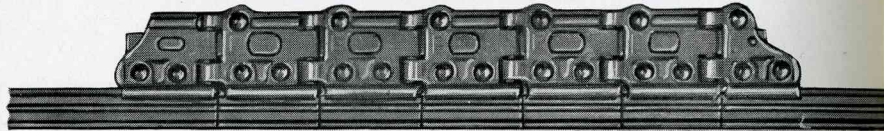
Specifications:—

The main Supporting Post is of 4 inch O.D. Steel Tubing, 14 ft. long. These Posts should be set in a strong concrete foundation.

The Projecting Arm and Brace are of 1 9/10" O.D. High Carbon Steel Tubing. The Projecting Arm is 36 inches, and the length of Brace, 44 inches.

All Couplings and Clamps are of best grade Malleable Iron.

These Steel Supporting Posts for Track consist of:—1 Main Part; 1 Projecting Arm; 1 Brace; 2 "T" Couplings 1 9/10" by 4"; 1 "T" Coupling 1 9/10" by 1 9/10"; 1 Ball Cap for 4" Post; 1 Beam Supporting Clamp for 8" or 10" Beam.



No. P. 48—Pedlar Swinging Track Hinge.

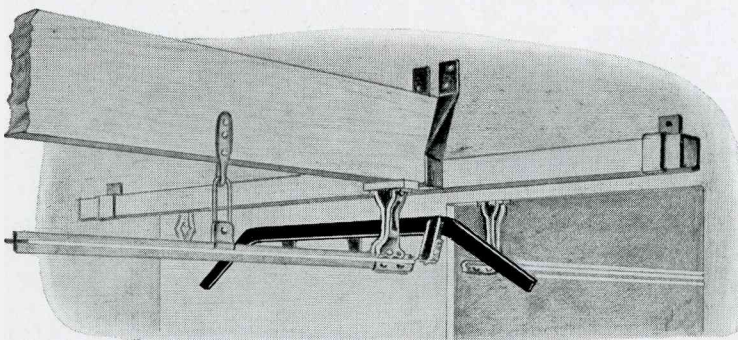
Allows the Carrier to run on the Track at any angle at which the Pole may be in relation to the Track inside.

Shipping Weight—12¾ lbs.

A rigid Yard Track supported by Posts, set in Concrete, and Brackets to carry the Steel Track, will provide the ideal system, especially if Manure is dumped into the Spreader and drawn to the fields without further handling.

Pedlar's Track Opener for Sliding Doors

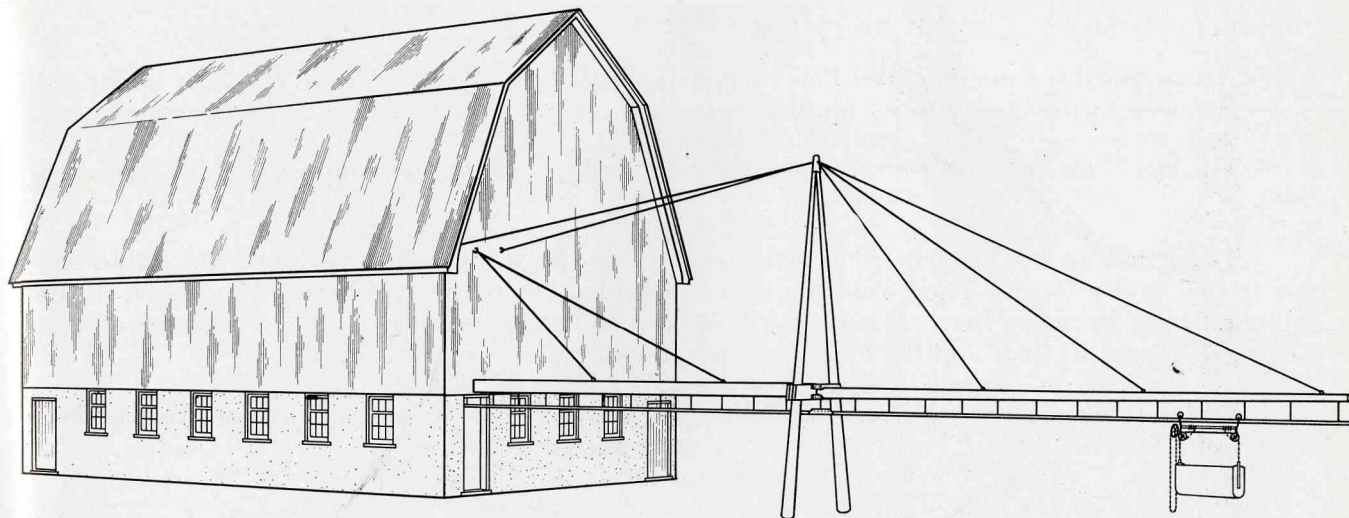
No. P. 55A.



It is often necessary to run Track through doorways where sliding doors are used. The most practical device for this purpose is the Pedlar Track Opener. This Opener automatically raises the short section of Track when the door slides shut. When the door is opened the short section of Track automatically falls down in position; thus making a connecting link through the doorway on which the Carrier can run.

The equipment for Track Opener consists of:—2 Malleable Iron Clamp Hangers for each end of Stationary Track, 1 Splice for Track, 1 Removable Splice, 1 Malleable Iron Hinge, 2 short pieces of D.B.S. Track and 1 Operating Bar 46¾ inches long, which is attached to Sliding Door for raising and lowering the moveable section of Track. Weight, complete—7¾ lbs.

Pedlar's Biped for Supporting Swing Pole



MOST Canadian Farmers wish to have the Manure Pile as far as possible from the Stable Door, especially when Stock is exercised in the Barn Yard.

Dairy Farm Regulations often require the manure be kept farther away from the stable than can be reached conveniently with a Swing Pole. Under these conditions an Overhead Beam extending from the stable and supported at the outer end by a Biped or "A" Poles is generally used. A Biped consists of two cedar poles, 8 feet apart at the ground level, but with the tops touching and held together by a Pedlar Biped Bracket, No. P. 17. The poles should measure at least $4\frac{1}{2}$ inches in diameter at the top and set in concrete bases.

Pedlar Biped Bracket binds the tops of the poles together and protects them. It carries the Guy Rods for the Swing Pole and the Guy Rods from the Barn to the Biped.

The top of the poles is covered by a Galvanized Steel Cap, formed on the job, which keeps out the weather and adds many years to the life of the Biped.

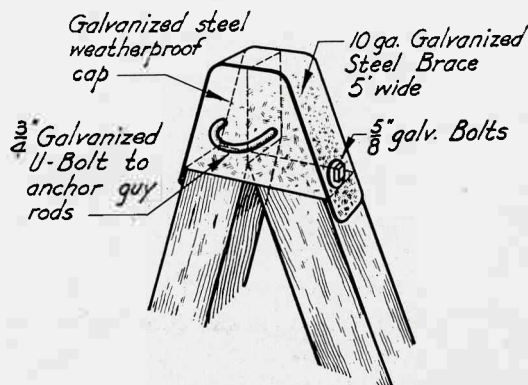
The construction of the Biped Bracket positively binds the poles into a strong, solid unit, which cannot work loose or wear. The attachments for the Guy Rods equalize the pull from the two sides and remove any strain which might split the poles.

We recommend the use of two Guy Rods, $\frac{3}{8}$ " in diameter between the Biped and the Barn. These should be attached to the Barn Plate with $\frac{1}{2}$ -inch Eyebolts.

The $\frac{3}{4}$ -inch U-Bolt in the Biped Bracket, and the $\frac{5}{8}$ -inch Bolt joining the two poles are both Hot Galvanized. A Biped can also be used when the Plate of the building is too low to properly brace the Swing Pole. The Biped can either be placed against the barn wall, or at any desired distance from the stable door and properly braced.

The Pole Hinge and Track Hinge are carried by a cross timber bolted at the proper height, to the legs of the Biped. The Track Beam between barn and Biped should not exceed 40 ft. in length.

This is carried by another timber also bolted to the "A" Poles and guyed to the barn with $\frac{3}{8}$ " Rods.



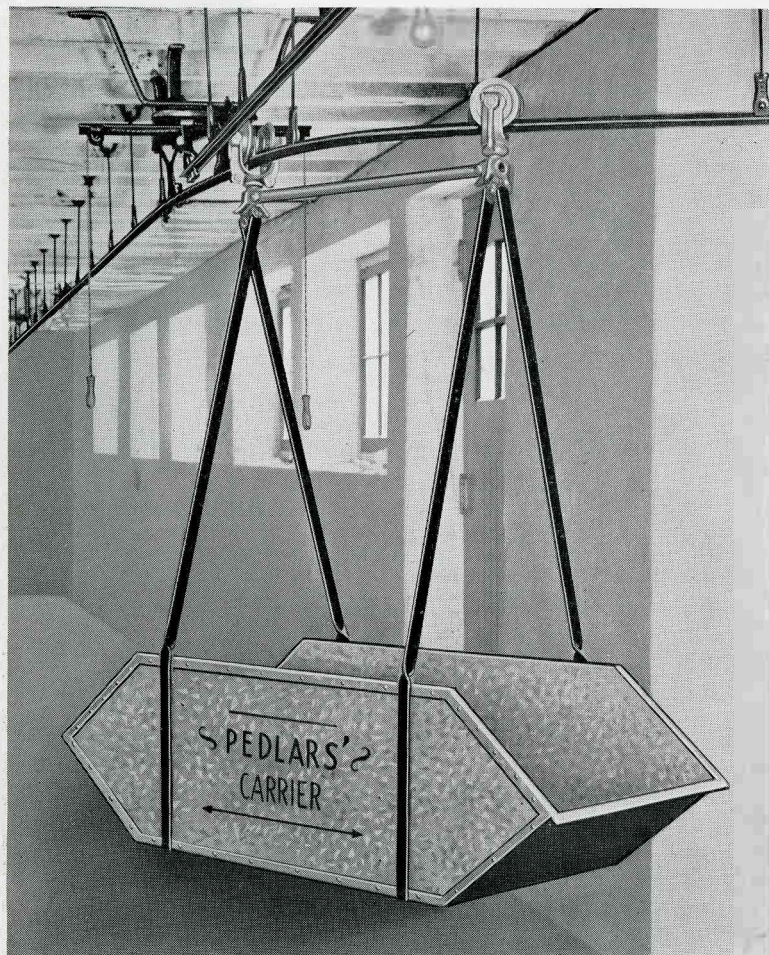
No. P. 17—Biped Bracket. Wt. 12 lbs.

A Swing Pole of any length up to 40 ft. can be used with this construction. The length of the Pole should not exceed $2\frac{1}{2}$ times the height of Biped above the Track.



PEDLAR'S
STEEL SWING POLE
AND
LITTER CARRIER

Pedlar's Feed Carrier



No. P. 10—Feed Carrier.

No. P. 10.

The ideal Carrier for quick, easy and economical handling of feed.

They are a great labor saver and should be installed in every Barn as the moderate cost soon pays for itself and saves the Farmer a lot of unnecessary hard work and valuable time.

Operates on our Double Bead Steel Track, and made in two sizes.

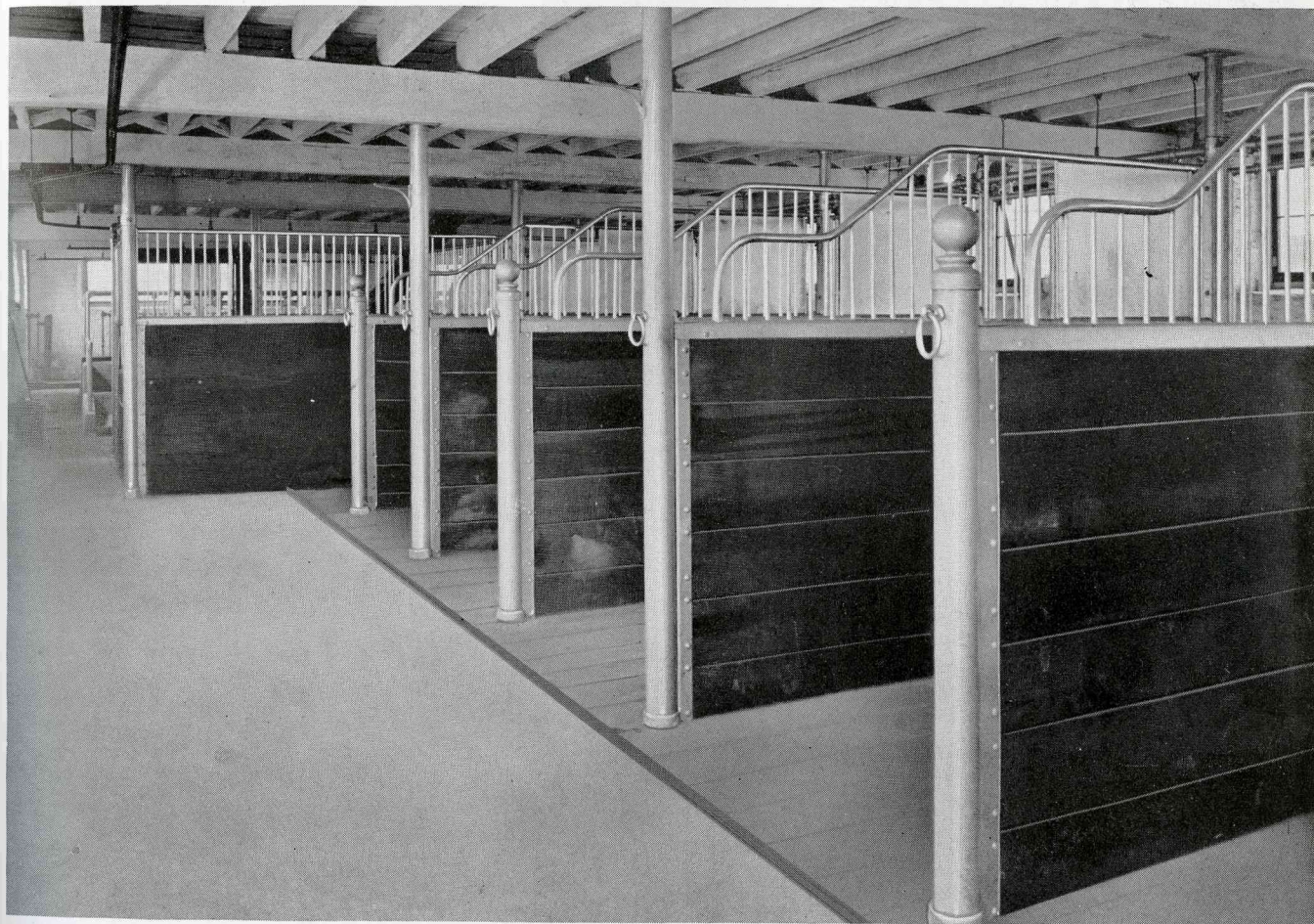
The Boxes are made of 18 Gauge Galvanized Steel and reinforced with 1" x 1" x 1/8" Angle Iron. They are supplied in two sizes and fitted with 5" Bronze Bearing Trolleys as illustrated above, or with Chain Lift Hoisting Gears as shown on Litter Carrier No. P. 41, page 147.

14 Bushel Box is 73" long, 26" wide, and 20 1/2" deep.

25 Bushel Box is 86" long, 32" wide, and 28" deep.

No. P. 10A—14 Bushel capacity, with 5" Trolleys.	Weight—176 lbs.
No. P. 10B—14 Bushel capacity, with Hoisting Gear.	Weight—222 lbs.
No. P. 10C—25 Bushel capacity, with 5" Trolleys.	Weight—271 lbs.
No. P. 10D—25 Bushel capacity, with Hoisting Gear.	Weight—303 lbs.

Pedlar's Horse Stable Equipment



IT HAS often been recognized that dark, poorly ventilated Stables have been the cause of sickness, loss of sight, and lack of efficiency on the part of some Horses.

The Horse fills a great need in our national life, regardless of the inroads of the Tractor, Truck, and Automobile. It is very hard to estimate the true worth, and great value of the Horse; and it therefore has a large claim on our consideration and kindly treatment. We should strive to give him the best treatment by housing him in as comfortable quarters as possible.

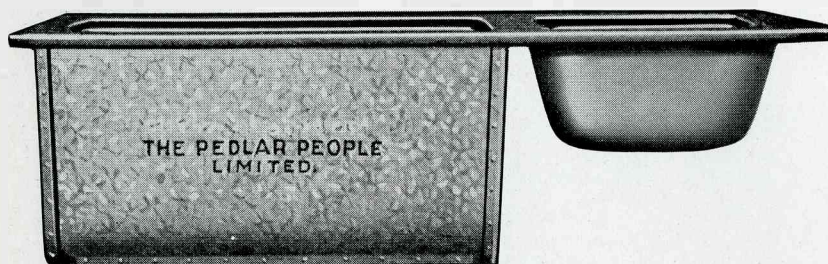
It is with this object in mind that we have designed the Pedlar Horse Stable Equipment.

The open Stall Guards and Manger Fronts make it possible for the sun to flood the Stable with light and provide a bright, sanitary Stall, where a Horse can rest in comfort. The Pedlar Horse Stable Equipment has not only been constructed for the comfort of the Horse, but with a view of neatness in design, durability, and strength of material. The appearance of a Pedlar-equipped Stable appeals very strongly to good horsemen, farmers, and those who love good horses. The Horses are shown to the best advantage when stabled in Steel equipment. This is profitable to a Breeder who desires to have his Horses look their best when being inspected by a buyer.

Pedlar Equipment is very easily installed. In fact, an ordinary workman can quickly erect it, thus saving the expense of a highly paid carpenter.

Pedlar's Combination Mangers and Oat Bowls

Illustrating the Most Practical Type for Use in Horse Stables.



No. P. 99A.

Manger No. P. 99A is made of 16 Ga. Galv. Steel reinforced on inside with 5 Straps $3/16"$ x $1\frac{1}{2}"$ half-oval Steel—reinforced on top, bottom and ends with heavy Angle Iron.

Top Angles are securely fastened to Grey Iron Top Plate.

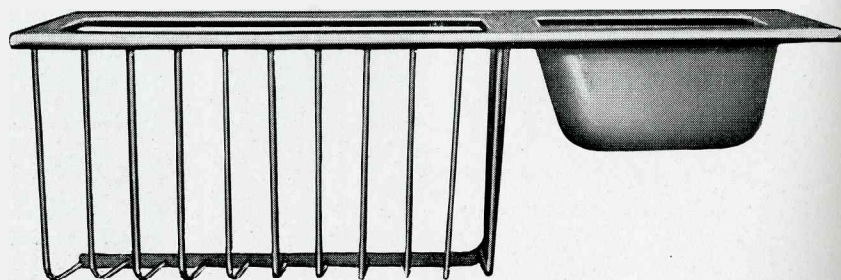
Manger No. P. 99B is made of $1\frac{1}{2}"$ Rods spaced at 3" centres.

Rods are shouldered and rivetted to $3/8"$ x 1" Flat Steel Frame, which is bolted to Grey Iron Top Plate.

Top Plate, 4'-10" long; 21" wide; adjustable to 5 ft. long.

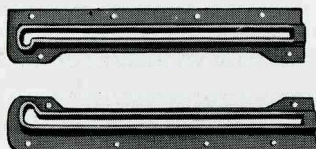
Oat Bowl—17" long; 14" wide; 11" deep.

Manger and Hay Rack—32" long; $15\frac{1}{2}"$ wide, 21" deep.



No. P. 99B.

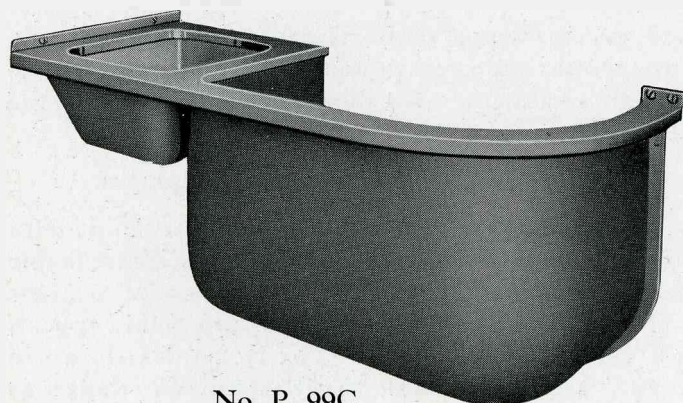
Shipping Weight—163 lbs. (Including Flanges).



Manger End Flanges
for use with
Nos. P. 99A and P. 99B

All Pedlar Manger Tops are provided with heavy inside flanges to prevent the horse from nosing out the feed.

There is also a flanged hole for tie-rope.



No. P. 99C.

Top Plate—4'-6" long, 22" wide.

Oat Bowl—16" long, 14" wide, 9" deep.

Manger—32" long, 19" wide, 24" deep.

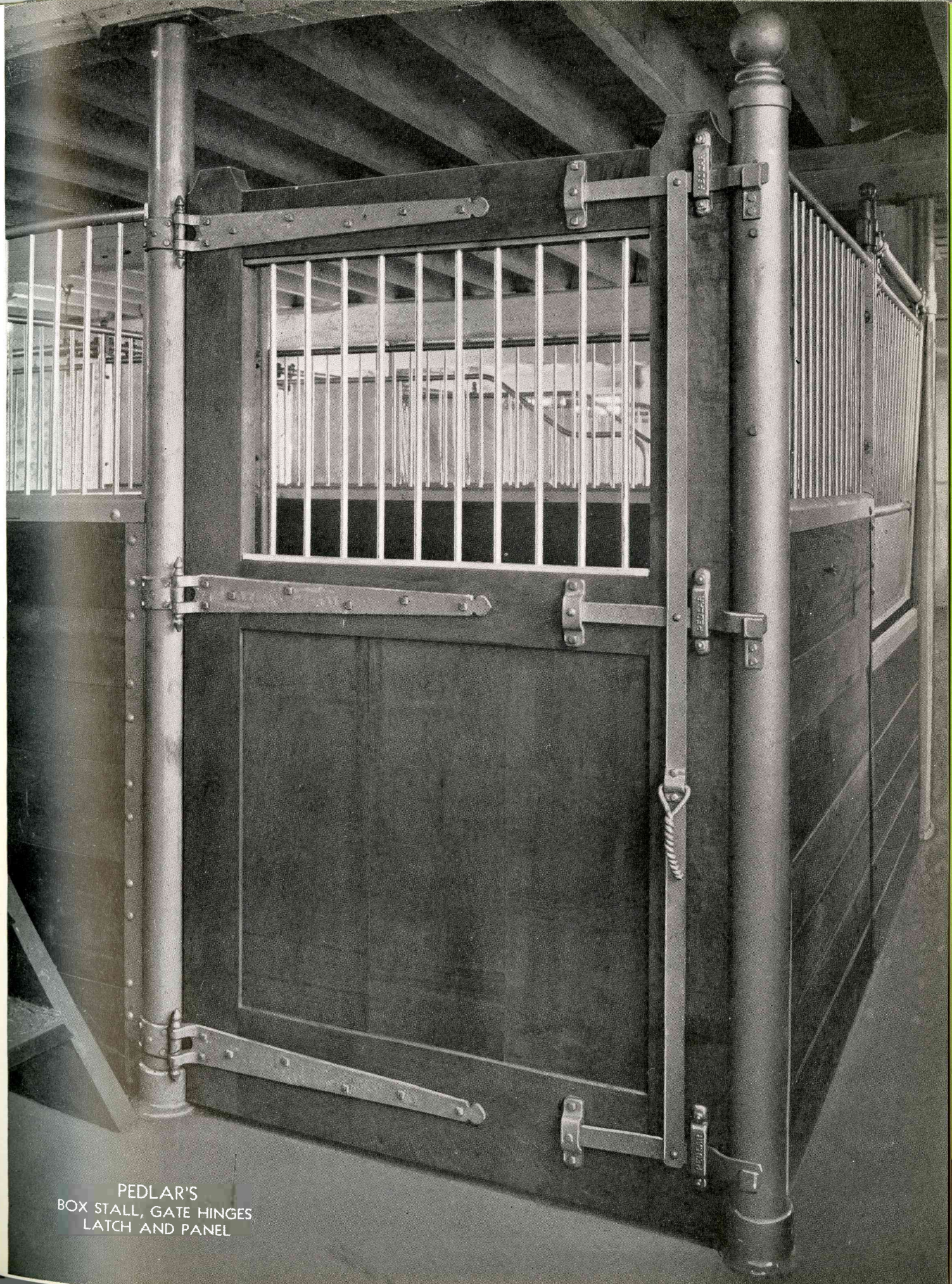
Weight Complete—150 Lbs.

Box Stall Manger—No. P. 99C.

Is of very heavy construction, and is made with either the Oat Bowl on the right-hand side or left-hand side.

The Manger portion for hay is constructed of 12 Ga. Steel reinforced on the inside with 5 Straps $1/8"$ x $1\frac{1}{2}"$ Steel.

Supplied with Galvanized Extension Bolts for fastening Top Plate on to wood partitions of Box Stall.



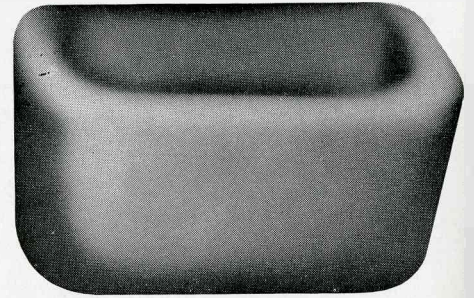
PEDLAR'S
BOX STALL, GATE HINGES,
LATCH AND PANEL



No. P. 104.—Corner Feed Box.
15" on Sides, and 8½" Deep. Weight—30 lbs.

Pedlar's Oat Bowls

MADE
from
GREY IRON

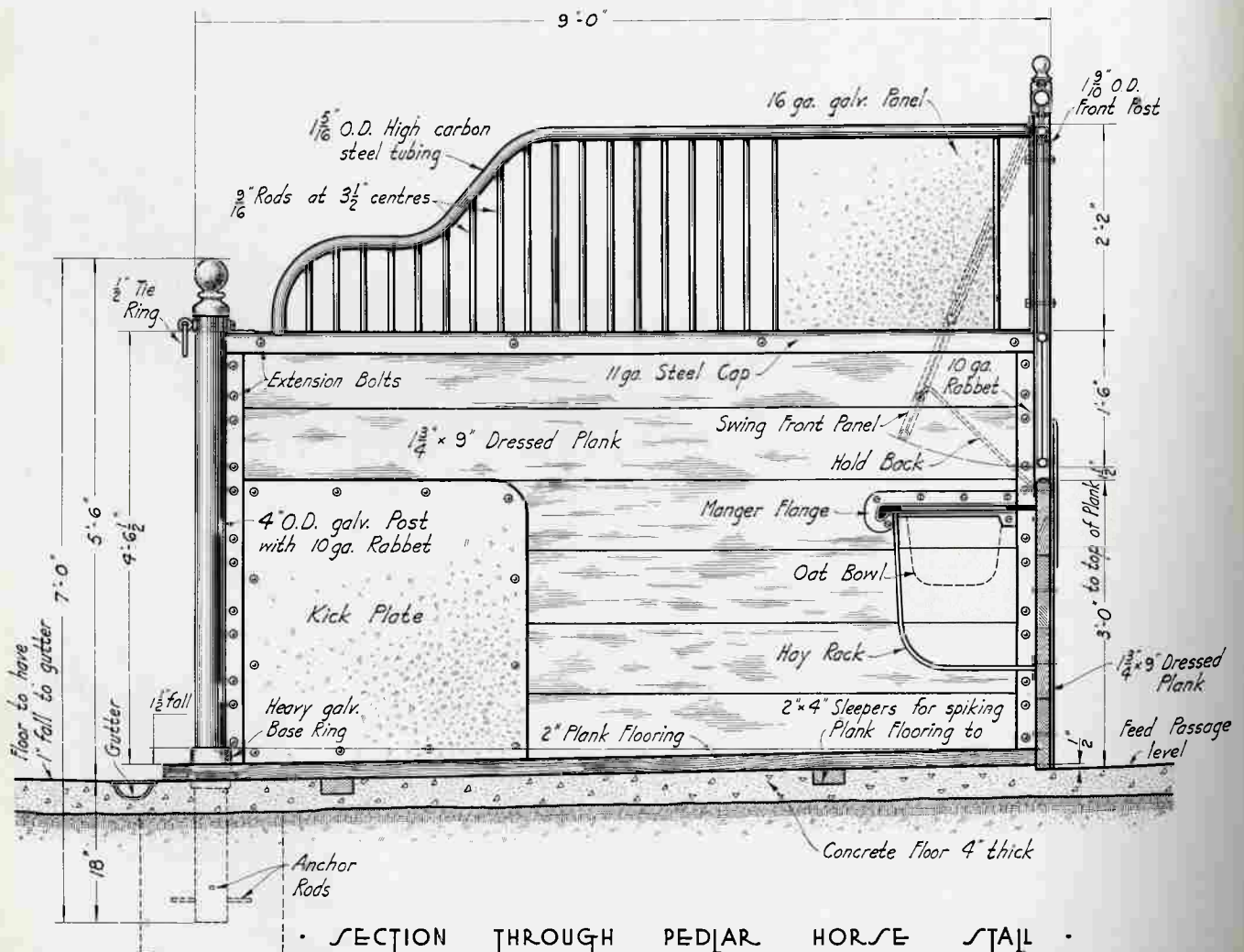


No. P. 105—Oblong Bowl.
15" Long, 10½" Wide, 9" Deep.
Weight—34 lbs.

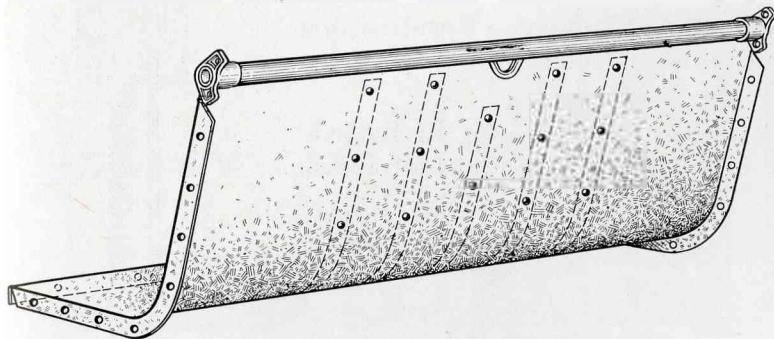
PEDLAR OAT BOWLS are practically indestructible and quite inexpensive.

They cost very little more than a Wooden Oat Box, and soon pay for themselves through the saving in feed.

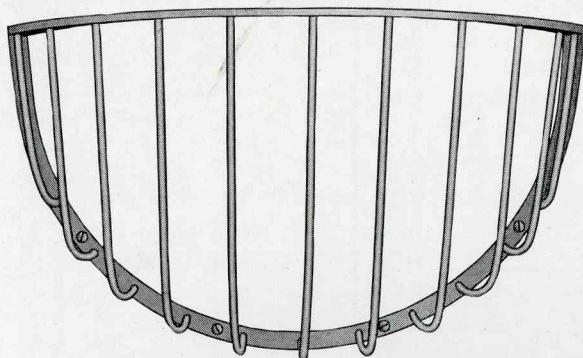
They are made in one Casting with a Flange on the inside edge to prevent the feed being nosed out by the Horse.



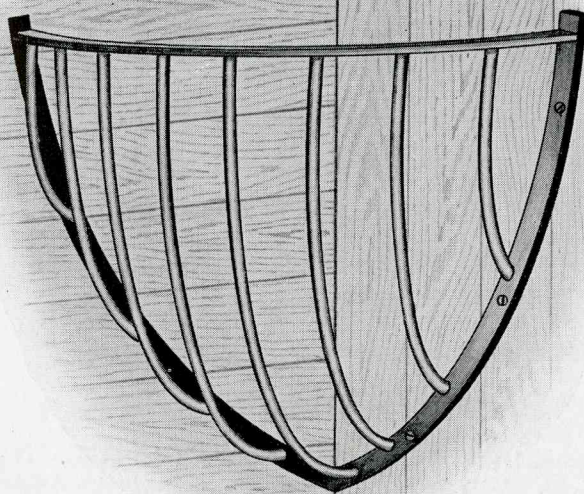
Pedlar's Mangers and Hay Racks



No. P. 100—Galv. Steel Closed Manger.
Length—4'-10"; Depth—21"; Width—24" at top, 18" at bottom. Weight, complete—61 lbs.
Special Lengths can be Furnished.



No. P. 101—Half Circle Hay Rack.



No. P. 102—Corner Hay Rack.
Same construction as P. 101, 34" high.
Projection from Corner—24". Weight—30 lbs.

The Steel Closed Manger is made up ready to install. It is very quickly put in position, and is a practical Manger when using cut feed. Easily cleaned.

Made from 16 Ga. Galvanized Steel, reinforced on inside with 5 Pcs. $\frac{3}{16}$ " x $1\frac{1}{2}$ " half-oval Steel Straps.

Top of Manger is of $1\frac{5}{8}$ " O. D. Steel Tubing, fitted at each end with Iron Flange for bolting to side partition.

Tie-rope-hole in centre is reinforced with Malleable Iron Casting.

The Half Circle Hay Rack, No. P. 101 is constructed for a straight flat wall and suitable for double stalls.

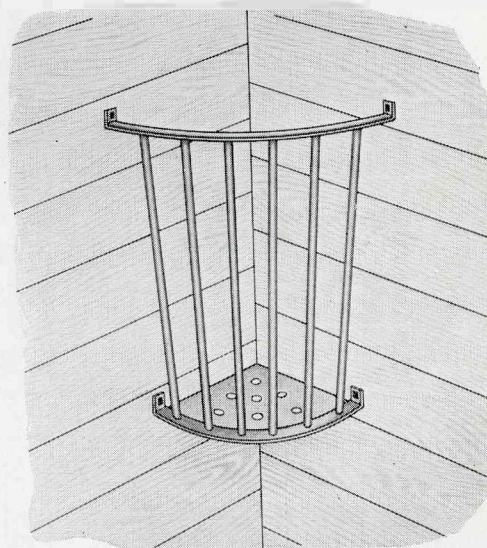
Can be Filled from stall or loft.

Frame is $\frac{1}{4}$ " x $1\frac{1}{2}$ " Iron and fitted with $\frac{9}{16}$ " Rods at $4\frac{1}{2}$ " centres.

Width—2'-9"; Height—24".

Projection from wall—19".

Weight—37 lbs.



No. P. 103. Corner Hay Rack.
Made for corner of Box Stall.

Can be placed near floor or high up for Feed Chute.

Top Bar is $\frac{1}{4}$ " x $1\frac{1}{2}$ " flat, and $\frac{1}{4}$ " x $1\frac{1}{2}$ " Half Oval Steel.

Bottom is 16 Ga. Galv. Steel perforated with 1" holes and supported with $1\frac{1}{2}$ " x $1\frac{1}{2}$ " x $\frac{1}{8}$ " Angle Iron.

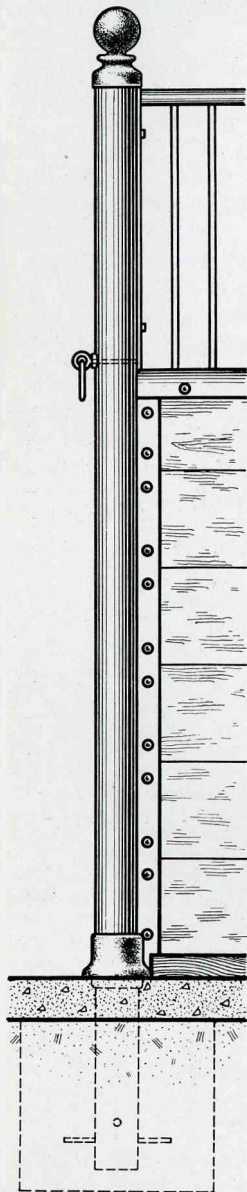
Rods are $\frac{5}{8}$ " diam. at $4\frac{3}{4}$ " centres at top and $3\frac{1}{2}$ " centres at bottom.

Height—36"; Projection at top—22", at bottom—16". Weight—20 lbs.

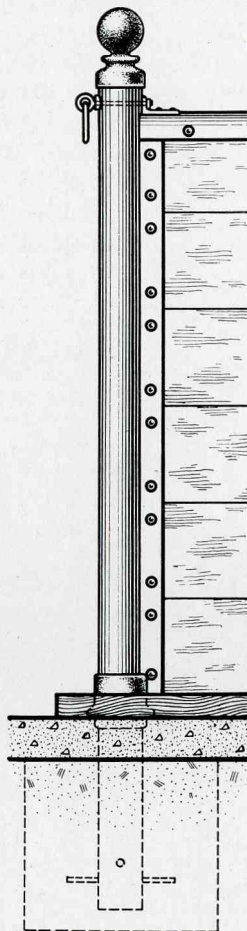
Pedlar's Horse Stall Posts

ALL Pedlar Horse Stall Posts are Galvanized and fitted with Rust-Resisting Base-Rings at the floor line. These Base-Rings protect the Posts from liquid and acids.

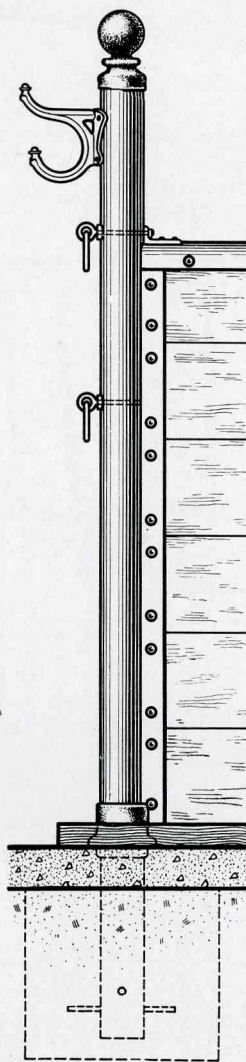
There is also a heavy coating of Asphalt between the Post and the Base-Rings for added protection



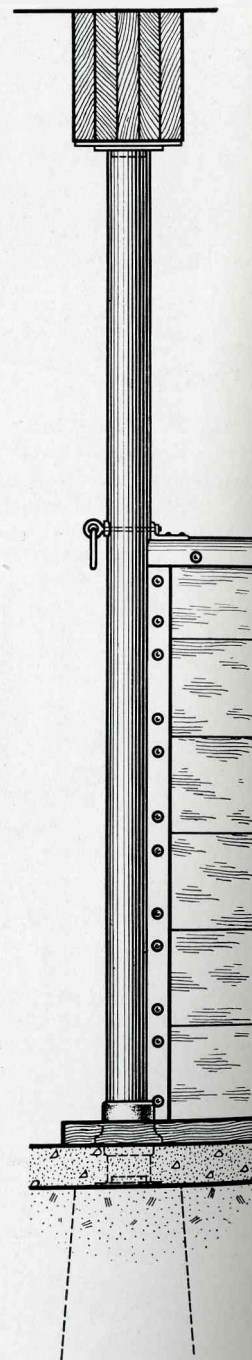
No. P. 107B.
Weight—100 lbs.



No. P. 106A.
Weight—80 lbs.



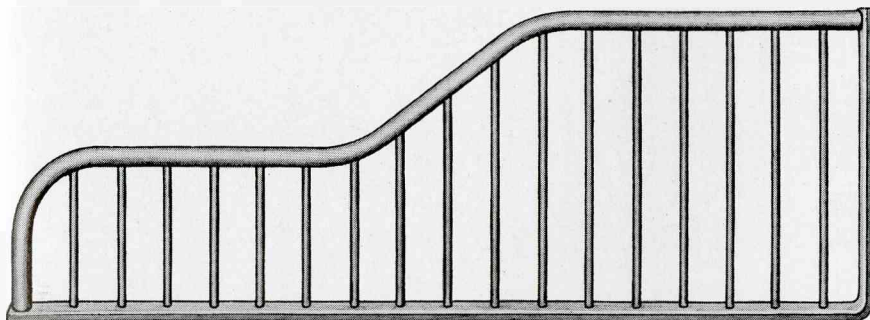
No. P. 106B.
Weight—91 lbs.



No. P. 107A.
Weight—100 lbs.

The two-piece partition Rabbet attached to the Post simplifies the construction of the Wood Partitions. The Planks are securely held in position by heavy Galvanized Sleeve Bolts. All Posts are 4" diameter, and fitted with Anchor Irons, Base-Ring, Tie-Ring, Two-Piece Rabbet, 12 Sleeve Bolts and heavy Ball Top. Each Post is made so as to have an anchorage in the cement of 18 inches. We recommend the Wood Stall Partitions to be 4'-6" in height, and constructed of 1 3/4" dressed Plank, 9" wide.

Pedlar's Open Horse Stall Guards

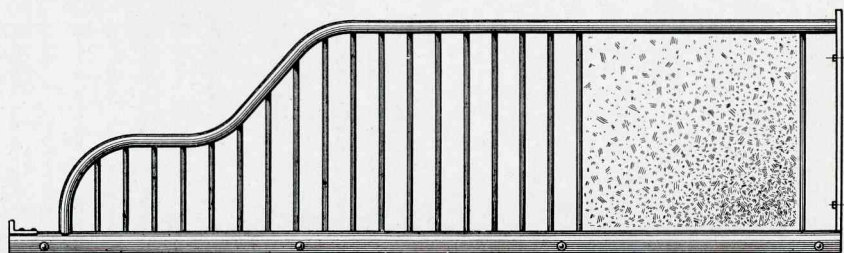


No. P. 108.

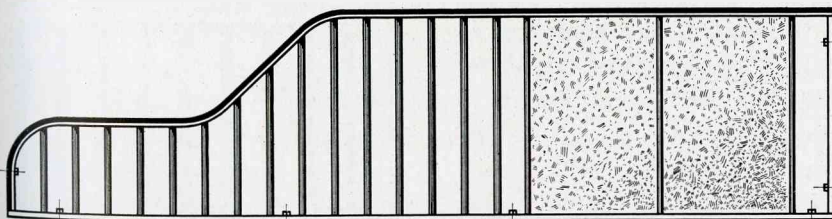
The Pedlar Horse Stall Guard No. P. 109A, is made up in standard lengths of 8 ft., and provided with a Partition Cap running the full length of the Stall and bolted to the Stall Post.

The Top Rail is of 1 5/16" outside diam. High-Carbon Steel Tubing. The Partition Cap is of 11 Ga. "U" Bar, 2 1/2" deep, and 1 3/4" wide. The Head Piece for screwing to Steel or Wood Front Post is of 1 3/4" Steel Channel. The Head Panel is of 18 Ga. Galv. Sheet Steel, and the Fillers are of 9/16" Rods placed at 3 1/2" centres.

All necessary Bolts are supplied for attaching Guard to front and rear Posts. Heavy Galvanized Sleeve Bolts are also supplied for attaching Metal Cap to Wood Partition. Finished in Aluminum. Weight—70 lbs.



No. P. 109A.



No. P. 109B.

The Fillers are of 5/8" Rods placed at 4" centres. The Head Panel is of 18 Ga. Galvanized Sheet Steel, 33" long, and reinforced in the centre with 3/4" half-round Brace.

The standard length of these Guards is 8'-6", but can also be made up to special measurements. All necessary Bolts are supplied. Finished in Aluminum. Weight—125 lbs.

All Pedlar Horse Stall Guards are 2'-2" in height from the top of Partition Cap, to top of Guard.

This Guard is made in six foot lengths only. The Top Rail is 1 5/8" outside diameter, High-Carbon Steel Tubing.

The Frame at the bottom and end is of 5/8" x 2" Steel Channel. Uprights of 1/2" diam. mild Steel Rods.

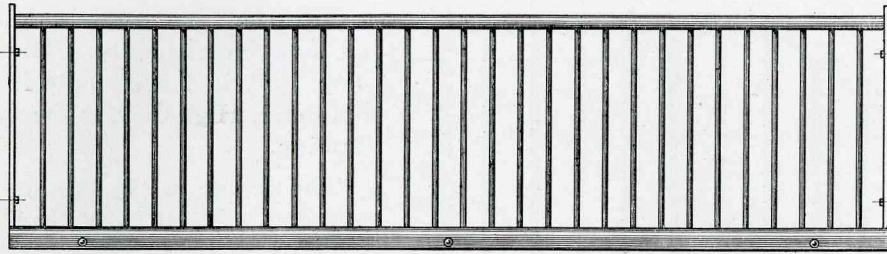
Finished in aluminum.

Weight—50 lbs.

The Stall Guard, No. P. 109B, is of extra heavy construction, and very practical where heavy Draft Horses are used. The Top Rail is made up of two pieces: one of 1/2" x 2" half-round; the other of 3/8" x 2" flat Steel.

The Bottom Rail of the Frame is of 2" x 5/8" x 3/16" Channel Iron.

Pedlar's Box Stall Guards



No. P. 110A.

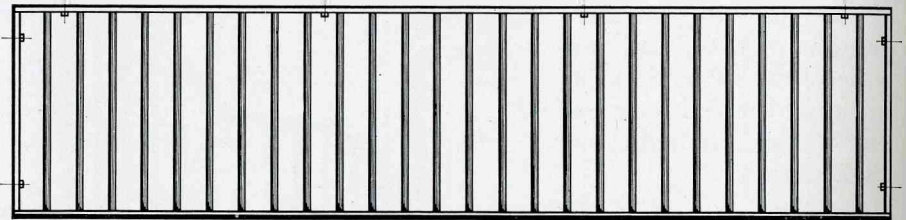
forming a Partition Cap is 11 Ga. "U" Bar, 2½" deep and 1¾" wide. The Fillers are of 9/16" Rods at 3½" centres. Finished in Aluminum. Weight per Foot—10 lbs.

The Guard No. P. 110B is built very similar to the Open Stall Guard, No. P. 109B.

The Top Rail is made up of two pieces; one of ½" x 2" half-round, and the other piece of 3/8" x 2" Flat Steel, rivetted together.

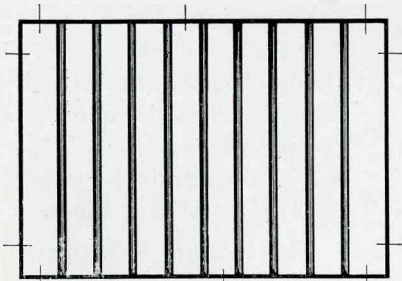
The Bottom Rail of Frame is of 2" x 5/8" Channel Iron and the ends of Frame 2" x 5/8" channel Iron, and ½" x 2" half-round Steel. The Fillers are of 5/8" Rods placed at 4" centres securely rivetted to the Top and Bottom Rails.

All necessary Bolts are supplied. Finished in Aluminum. Weight per Foot—14 lbs.



No. P. 110B.

Box Stall Gate Panels

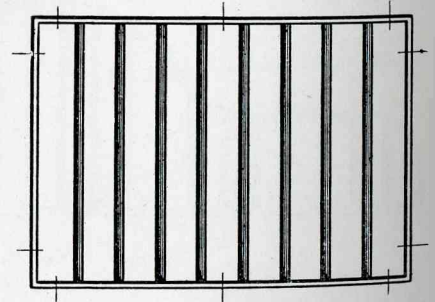


No. P. 111A.

The Box Stall Gate Panels as illustrated, are made up to match the designs of the above Box Stall Panels.

No. P. 111A is made up with Top and Bottom Rails of ¼" x 1½" half oval Steel.

The End Pieces are also of the same size material, and supplied in loose pieces to enable better fitting in the space of the Gate.



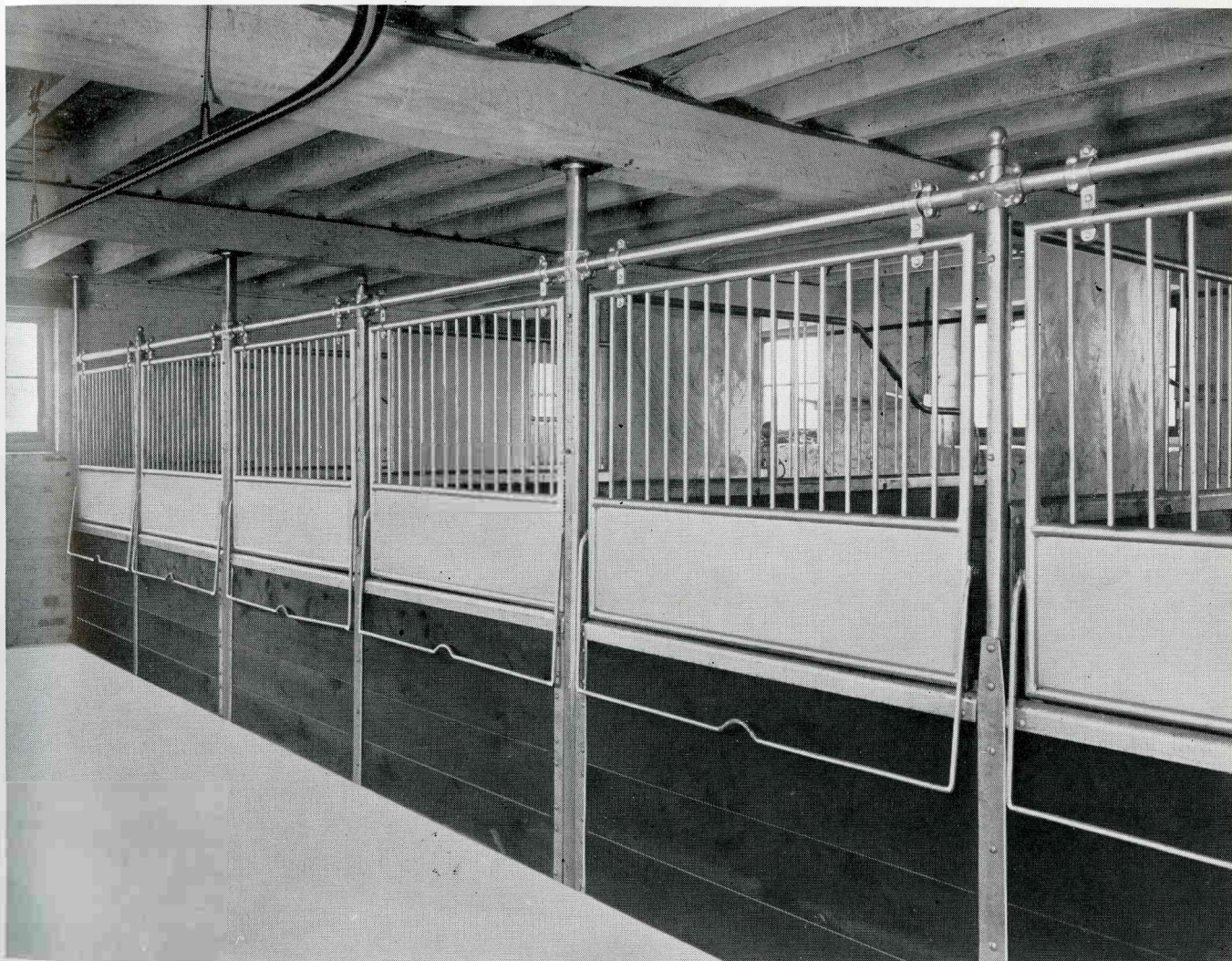
No. P. 111B.

The Fillers are of 9/16" Rods at 3½" centres. All necessary Wood-Screws supplied. Finished in Aluminum. Weight—26 lbs.

No. P. 111B is made up of 1¾" x ½" Channel Steel Frame, and the Fillers are of 5/8" Rods at 4" centres. All necessary Wood-Screws supplied. Finished in Aluminum. Weight—35 lbs.

Both the above Panels are 3'-1" wide, and 2'-2" in height.

Pedlar's Horse Stall Swing Fronts



THE above illustration is a typical installation of Pedlar's Swing Fronts for Horse Stalls, made for W. E. Calvert, Wholesale Florist, Brampton, Ont.

This type of construction allows for proper circulation of air and light, and provides for easy feeding of Horses.

Simply push the fork full of Hay against the Panel to fill Manger.

Fronts can be held open if desired by means of 5/8" hold-back.

Main Frame—1 9/10" O.D. Galv. Steel Tubing—Uprights 4 ft. long.

Panel Frame—1 5/16" O.D. Galv. Steel Tubing—Fillers 9/16" Rods 23" long at 3 1/2" centres.

Lower portion of Panel is 18" deep and 18 Ga. Galvanized Steel.

The metal Rabbet which holds wood partitions between Stalls is bolted to uprights.

Headrail supporting Hinges of Swing Front Panel is bolted to uprights with Malleable Iron Clamps.

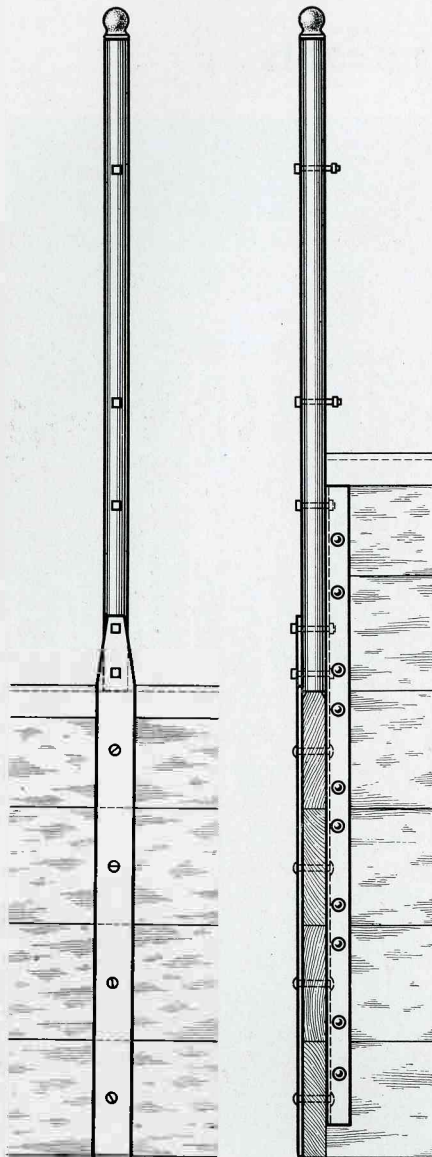
Swing Panels are finished in Aluminum.

When ordering, specify width of Horse Stall.

**STANDARD SIZE SWING
PANEL**

For 5' Horse Stall—4'-7" wide
x 3'-7" high.

Weight with Headrail—96 lbs.



No. P. 160.

Pedlar's Front Posts and Partition Strips For Horse Stalls

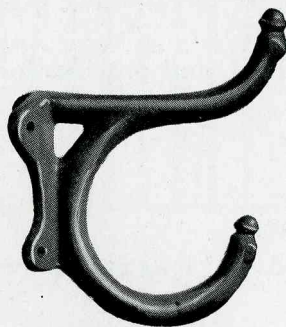
VERY OFTEN when laying out Horse Stables, it is unnecessary to have a Supporting Column at the head of the Stalls. In such cases, we recommend the use of the Pedlar Front Posts, No. 160, as illustrated.

The Partition Strips are of 18 Gauge Steel, 3" wide and 3'-6" in length, with 4 Galvanized Extension Bolts for securing to Wood Partition and holding the Steel Rabbet of the Stall partition. This Partition Strip is also supplied with two Machine Bolts for supporting the upright Tubing. The Upright is 4 ft. long and of 1 9/10" outside diameter Steel Tubing with a Malleable Iron Knob on top, and is also supplied with three Machine Bolts for attaching the top of the Rabbet, and the end of the Stall Guard. The Rabbet for holding the Wood Stall Partition is made in two pieces, 4'-2" long, 2 1/2" deep, and 1 3/4" wide; made up of 10 Ga. Galvanized Steel.

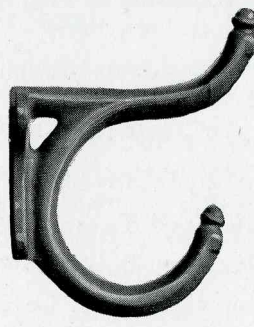
There are 11 Galvanized Extension Bolts supplied for attaching the planks of the Stall Partition.

Finished in Aluminum. Shipping Weight—31 lbs.

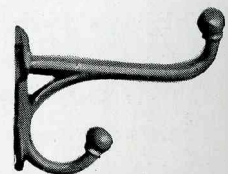
Pedlar's Harness Hooks



No. P. 112A.



No. P. 112B.



No. P. 112C.

Our Harness Hooks are Malleable Iron and Finished in Aluminum.

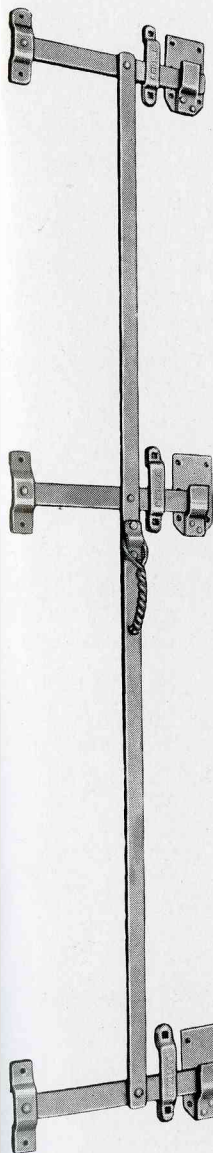
No. P. 112A—For Round Steel Column or Steel Horse Stall Post, 7". Weight—5 lbs.

No. P. 112B—For Flat Wood Posts, 7". Weight—5 lbs.

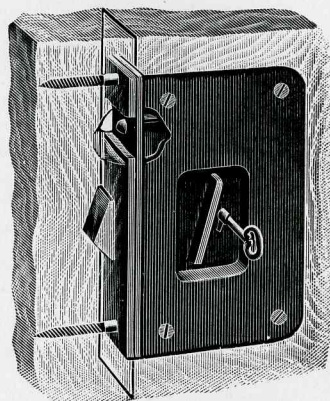
No. P. 112C—For Flat Wood Posts, 6". Weight—1 1/4 lbs.

Pedlar's Latches and Hinges for Box Stall Gates

PEDLAR'S Box Stall Gate Latches are constructed of Heavy Steel and Malleable Iron Castings, and will withstand the roughest usage.



No. P. 114B.



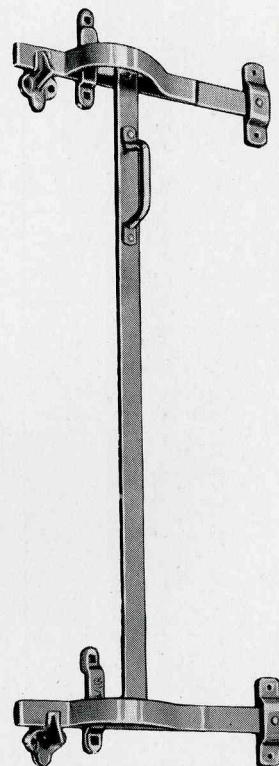
No. P. 116.

This Box Stall Lock can be used for either Swing or Sliding Doors. Mortise type.

Made of Steel and Malleable Iron. The Lock Latch and Flush-Door-Pull are combined and can be operated from either side.

The Mortise Case is 4 7/8" high x 3 3/4" wide by 7/8" thick. Packed complete with Screws and Templet for setting Lock. Black Finish.

Weight—3 lbs.



No. P. 114A.

The 2 Point Latch is made up with 1/4" x 1 1/2" Latch Bars, the ends of which are double thickness. The Latch Keepers and Catches are of heavy Malleable Iron, and can be attached to either Wood or Steel Posts. Aluminum Finish. Shipping Wt.—16 lbs.

The 3 Point Latch is supplied for most installations. It is gaining favour with horsemen due to the way it keeps the Gate perfectly plumb with the Gate Posts. Latch Bars are 3/8" x 1 1/2" Steel, and Catches are the same material. When supplied for Wood Posts, Catches are mounted on a Bearing Plate to protect the woodwork. Aluminum Finish. Shipping Weight—21 lbs.



No. P. 115.

The Box Stall Gate Hinge can be supplied with curved or flat Butts for Steel or Wood Posts. Strap portion is 29 1/2" long, 3 1/4" wide at Knuckle end. Bolts are furnished.

Aluminum Finish. Weight per Pair—16 1/2 lbs.

Pedlar's Rabbets for Stall Partitions

No. P. 154.

THE Pedlar Horse Stall Partition Rabbets are made either for Steel or Wood Stall Posts, and are 4'-6" long. As will be noted by the illustration, they are made up in two pieces so that it will not be necessary to remove the Horse Stall Guard and other planks when a new plank is required in the wood partition.

The angle portion of the Rabbet is provided with four Bolts for attaching to Stall Post, and made wide enough to receive either $1\frac{3}{4}$ " or 2" planks. Both the Angle Piece and Flat Strip are of 10 Ga. Galvanized Sheet Steel and supplied with 12 heavy Galvanized Sleeve Bolts.

We recommend $1\frac{3}{4}$ " x 9" planks for the wood partition, so that there will be two Sleeve Bolts to each plank.

Finished in Aluminum. Weight, complete with Bolts, $11\frac{1}{2}$ lbs.

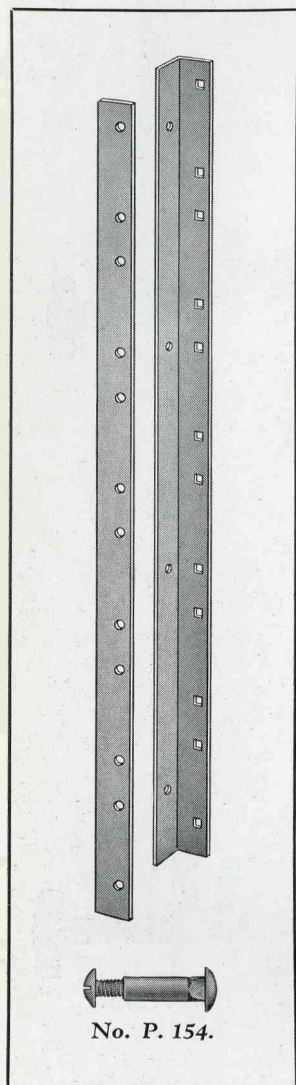
Pedlar's Manger Caps

No. P. 155.

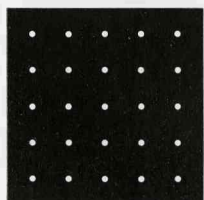


Pedlar's Galvanized Manger Caps are used to protect the top of the wood mangers. They prevent the horse from cribbing the wood. They present a neat appearance to the Manger and strengthen the top plank. Each Cap is supplied with a Galvanized Sleeve Bolt at each end. They are 11 Gauge, $2\frac{1}{2}$ " deep, $1\frac{3}{4}$ " wide, 4'-10" long.

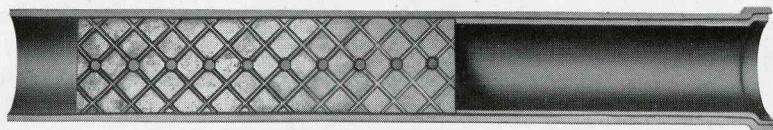
Finished in Aluminum. Shipping Weight—10 lbs.



Drain Trap Covers, Gutters & Cover



No. P. 159A.
Drain Trap Cover.
12" x 12".
14 lbs.
 $\frac{3}{8}$ " Thick, Ptd. Black.

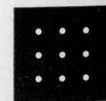


No. P. 160—Iron Gutter and Cover, are made of heavy Grey Iron. Gutter is $4\frac{1}{2}$ " wide, 3' long.

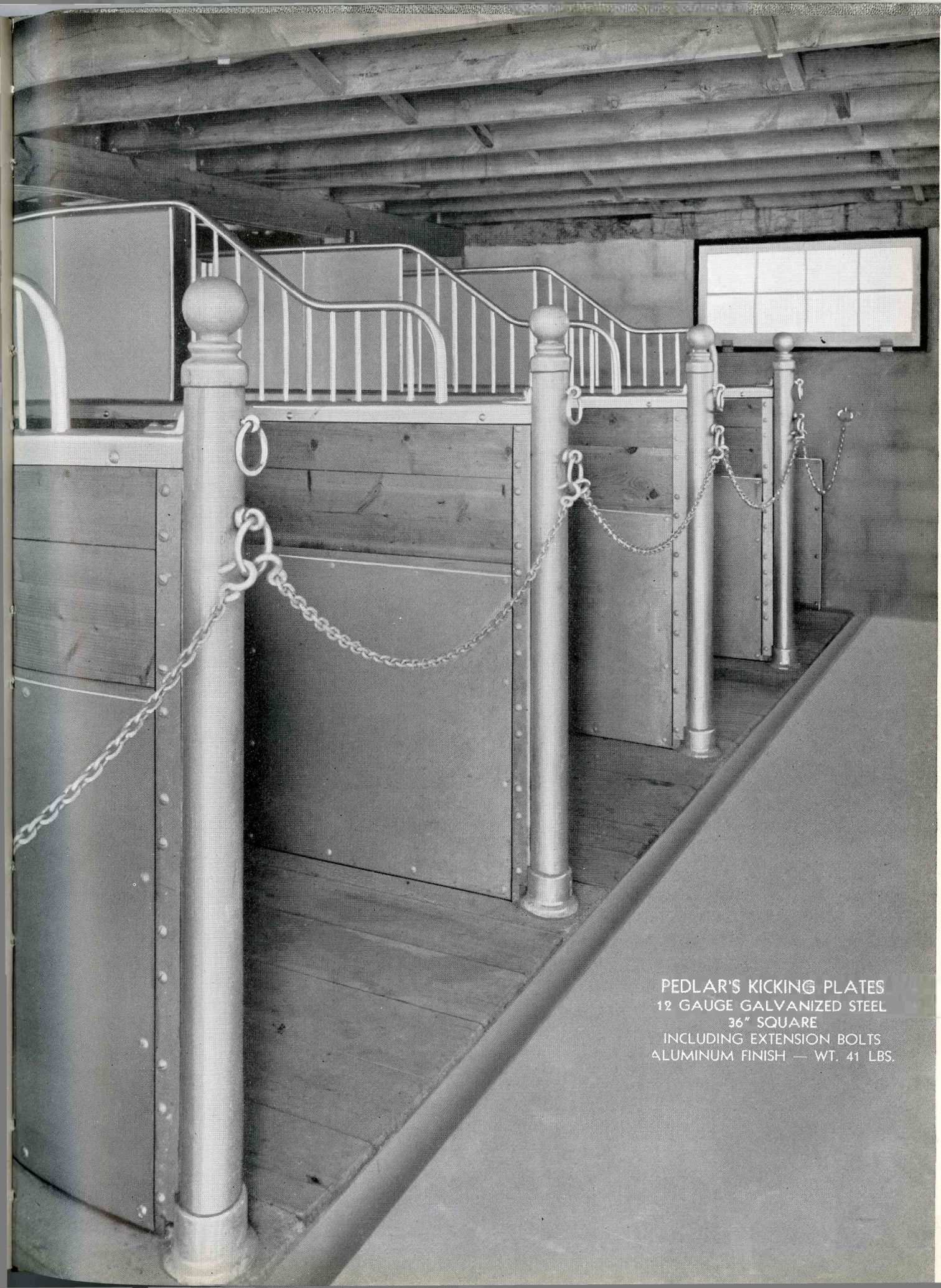
Cover is furnished in 18" lengths. Painted with Black Asphalt.

Gutter weighs 5 lbs. per Foot.

Cover weighs 7 lbs. per Foot.



No. P. 159B.
Drain Trap
Cover.
6" x 6".
3 lbs.
 $\frac{3}{8}$ " Thick,
Ptd. Black.



PEDLAR'S KICKING PLATES
12 GAUGE GALVANIZED STEEL
36" SQUARE
INCLUDING EXTENSION BOLTS
ALUMINUM FINISH — WT. 41 LBS.

GALVANIZED SHEETS BUNDLING TABLE

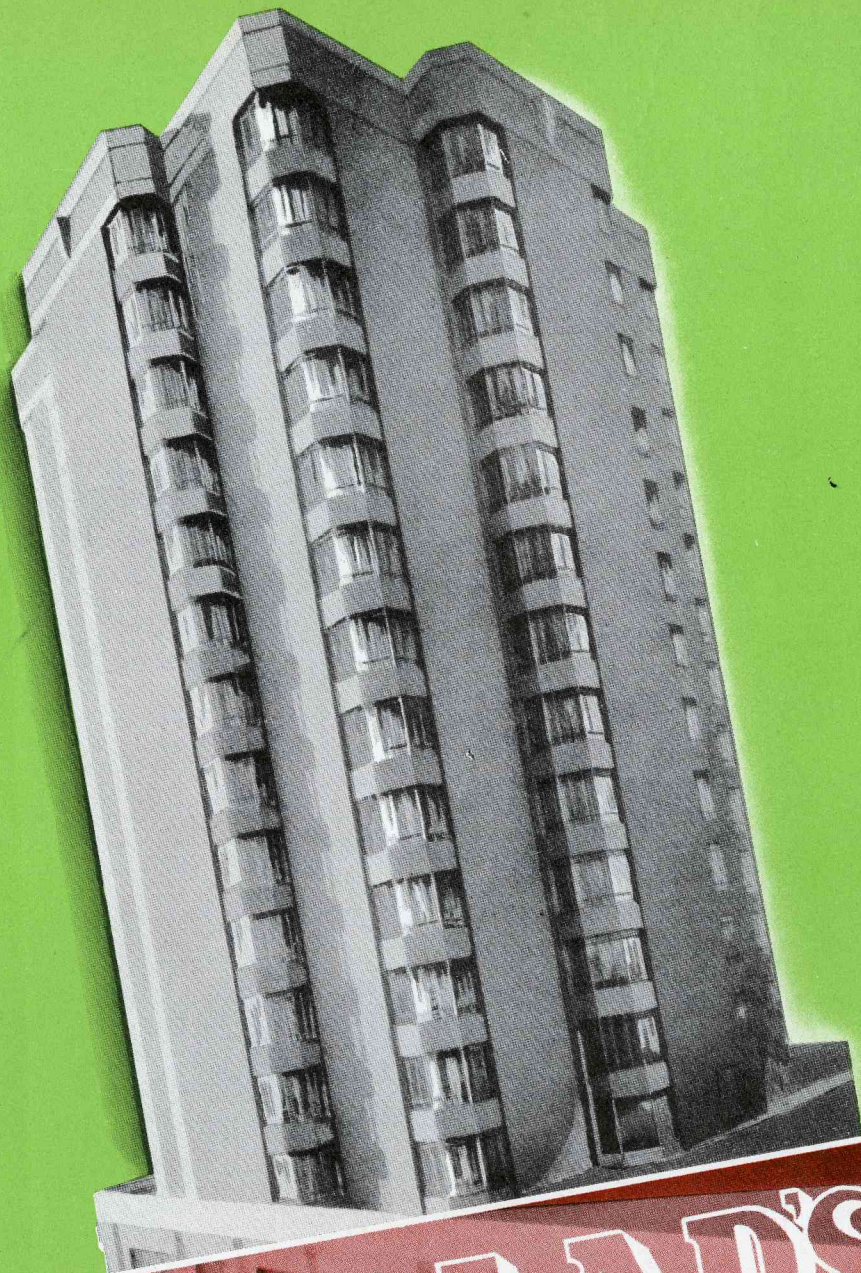
Standard Gauge 12				14			16			18			20			22			Square Feet per Sheet
Wt. per Sq. Ft. Ozs. 72.5 Wt. per Sq. Ft. Lbs. 4.531				52.5 3.281			42.5 2.656			34.5 2.156			26.5 1.656			22.5 1.406			
SIZE	Weight Per Sheet	Number of Sheets	Weight of Bundle	Weight Per Sheet	Number of Sheets	Weight of Bundle	Weight Per Sheet	Number of Sheets	Weight of Bundle	Weight Per Sheet	Number of Sheets	Weight of Bundle	Weight Per Sheet	Number of Sheets	Weight of Bundle	Weight Per Sheet	Number of Sheets	Weight of Bundle	
24x72	54.37	3	163	39.37	4	157	31.87	5	159	25.87	6	155	19.87	8	159	16.87	9	152	12
30x72	67.97	2	136	49.22	3	148	39.84	4	159	32.34	5	162	24.84	6	149	21.09	7	148	15
36x72	81.56	2	163	59.06	3	177	47.81	3	143	38.81	4	155	29.81	5	149	25.31	6	152	18
24x84	63.44	2	127	45.94	3	138	37.19	4	149	30.19	5	151	23.19	7	162	19.69	8	158	14
30x84	79.30	2	159	57.42	3	172	46.48	3	139	37.73	4	151	28.98	5	145	24.61	6	148	17.50
36x84	95.16	2	190	68.91	2	138	55.78	3	167	45.28	3	136	34.78	4	139	29.53	5	148	21
24x96	72.50	2	145	52.50	3	157	42.50	4	170	34.50	4	138	26.50	6	159	22.50	7	157	16
30x96	90.62	2	181	65.62	2	131	53.12	3	159	43.12	4	172	33.12	5	166	28.12	5	141	20
36x96	108.75	1	109	78.75	2	157	63.75	2	127	51.75	3	155	39.75	4	159	33.75	5	169	24
24x108	81.56	2	163	59.06	3	177	47.81	3	143	38.81	4	155	29.81	5	149	25.31	6	152	18
30x108	101.95	2	204	73.82	2	148	59.76	3	179	48.51	3	146	37.26	4	149	31.64	5	158	22.50
36x108	122.34	1	122	88.59	2	177	71.71	2	143	58.21	3	175	44.71	4	179	37.96	4	152	27
24x120	90.62	2	181	65.62	2	131	53.12	3	159	43.12	3	129	33.12	5	166	28.12	5	141	20
30x120	113.28	1	113	82.03	2	164	66.41	2	133	53.91	3	162	41.41	4	166	35.16	4	141	25
36x120	135.94	1	136	98.44	2	197	79.69	2	159	64.69	2	129	49.69	3	149	42.19	4	169	30

Standard Gauge 24				26			28			30			10 3/4 OZ. (Eng. No. 28)			Square Feet per Sheet
Wt. per Sq. Ft. Ozs. 18.5 Wt. per Sq. Ft. Lbs. 1.156				14.5 .906			12.5 .781			10.5 .656			10.75 .672			
SIZE	Weight Per Sheet	Number of Sheets	Weight of Bundle	Weight Per Sheet	Number of Sheets	Weight of Bundle	Weight Per Sheet	Number of Sheets	Weight of Bundle	Weight Per Sheet	Number of Sheets	Weight of Bundle	Weight Per Sheet	Number of Sheets	Weight of Bundle	
24x72	13.87	11	153	10.87	14	152	9.37	16	150	7.87	19	150	8.06	18	145	12
30x72	17.34	9	156	13.59	11	149	11.72	13	152	9.84	15	148	10.08	15	151	15
36x72	20.81	7	146	16.31	9	147	14.06	11	155	11.81	13	154	12.09	12	145	18
24x84	16.19	9	146	12.69	12	152	10.94	14	153	9.19	16	147	9.41	16	151	14
30x84	20.23	7	142	15.86	10	159	13.67	11	150	11.48	13	149	11.76	13	153	17.50
36x84	24.28	6	146	19.03	8	152	16.41	9	148	13.78	11	152	14.11	11	155	21
24x96	18.50	8	148	14.50	10	145	12.50	12	150	10.50	15	157	10.75	14	151	16
30x96	23.12	7	162	18.12	8	145	15.62	10	156	13.12	11	144	13.44	11	148	20
36x96	27.75	6	166	21.75	7	152	18.75	8	150	15.75	10	157	16.13	9	145	24
24x108	20.81	7	146	16.31	9	147	14.06	11	155	11.81	13	154	12.10	13	157	18
30x108	26.01	6	156	20.39	8	163	17.57	9	158	14.76	10	148	15.12	10	151	22.50
36x108	31.21	5	156	24.46	6	147	21.09	7	148	17.71	9	159	18.14	8	145	27
24x120	23.12	7	162	18.12	8	145	15.62	10	156	13.12	11	144	13.44	11	148	20
30x120	28.91	5	145	22.66	7	159	19.53	8	156	16.41	9	148	16.80	9	151	25
36x120	34.69	5	173	27.19	6	163	23.44	7	164	19.69	8	158	20.16	8	161	30

Notice

The allowable variation in weight above or below standard is 2½% on gauges No. 17 and lighter, 5% on gauges No. 16 and heavier.

Weights shown do not include weight of bands used on bundles.



PEDLAR'S
Fireproof

CONSTRUCTION MATERIALS

ESTABLISHED
1861

THE PEDLAR PEOPLE LIMITED



**HEAD OFFICE AND FACTORIES
OSHAWA ONTARIO**

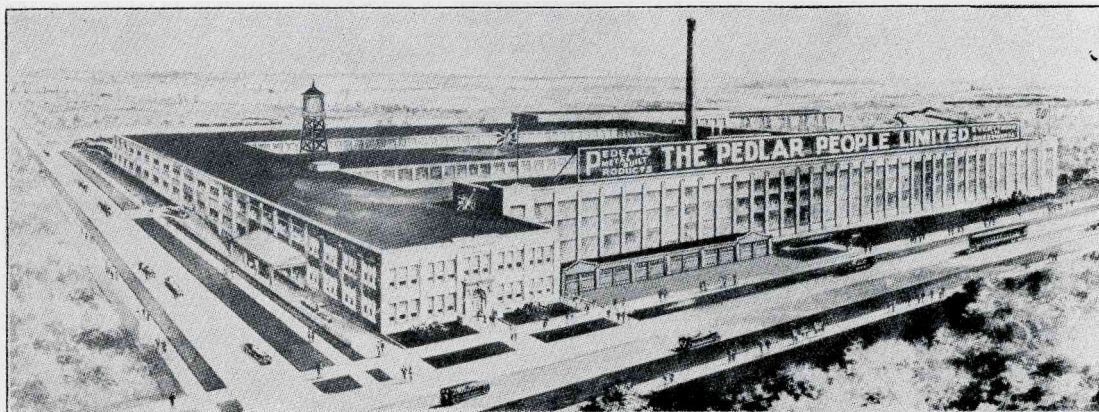
BRANCHES: MONTREAL • OTTAWA • TORONTO • WINNIPEG • CALGARY • VANCOUVER

PEDLAR'S FIREPROOF CONSTRUCTION MATERIALS

CATALOGUE NO. 27C.

1938

For All Modern Homes, Schools
and Public Buildings



Executive Offices and Main Plant at Oshawa, Ontario

Expanded Metal Lath
Universal Paper Back Lath Giant Mesh
Box Channels Holosteel Partitions
Corner Bead Floortyle Firedoors
Metal Ceilings Ventilators Skylights
Mine Pipe Smoke Stacks Coal Chutes
Metal Cornice Cluster Spanish Tile
Eave Trough Conductor Pipe Elbows
Galvanized and Black Sheets
Metal Shelving Steel Lockers Bin Systems
Display Stands Flattened Expanded Metal Mesh
Bank Vault Reinforcing Skywalk

The **PEDLAR PEOPLE** *Limited*

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MONTREAL

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WINNIPEG

CALGARY

VANCOUVER

CLASSIFIED INDEX

A.
Application Metal Lath..... 172

B.
Bank Vault Mesh.....241-242
Base Screed..... 210
Bin Systems.....235 to 238
Brakeshoe Mesh..... 240

C.
Catwalk..... 243
Ceilings.....221 to 226
Channels.....190 & 194 to 196
Cluster Spanish Tile.....213-214
Coal Chutes..... 216
Conductor Pipe.....229-230
Corner Bead.....207 to 209
Corner and Cove Lath..... 193
Cornice..... 217

D.
Display Stands..... 233

E.
Eave Trough.....227-228
Export..... 244

F.
Fire Doors..... 215
Fire Tests.....199-200
Flat Sheets.....220-245
Flattened Exp. Mesh.....239-240
Floortyle.....211-212
Flush Bead..... 210
Furring Strip..... 205

G.
Giant Mesh.....189 to 191

H.
Hilo Lath..... 183
Holosteel Studs.....201-202

L.
Lath.....171 to 193
Lockers.....231-232

M.
Machine Guards..... 239
Metal Lath.....171 to 193
Mine Pipe..... 216

P.
Paper Back Lath.....185 to 192
Picture Mould..... 210
Plaster Saving Lath.....171 to 173
Pronged Channels..... 190

R.
Reinforcing Chairs..... 206
Rib Lath.....177-178-183
Ridge Cap..... 228

S.
Shelf Mesh.....239-240
Shelving..... 234
Skylights..... 218
Skywalk..... 243
Sleeper Clips..... 206
Smoke Stacks..... 216
Solid Partitions.....203 to 205
Spanish Tile.....213-214
Studding.....201 to 204
Suspended Ceilings.....195-196

T.
Truss Fabric..... 179

U.
Universal Metal Lath.....185 to 192

V.
Vault Mesh.....241-242
V. Forms..... 183
Ventilating Ducts..... 174
Ventilators..... 219

W.
Wall Plugs & Ties..... 206

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THE PEDLAR PEOPLE LIMITED, OSHAWA, ONTARIO

WINNIPEG

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THE EVOLUTION OF IRON & STEEL



The World's Greatest Industry

EXTENSIVE Research shows that iron was first made by the Egyptians nearly four thousand years ago, and somewhat later by the Romans and Greeks.

While only primitive methods were employed in producing iron in the early days, yet the product was of a wonderful superior quality. The forges produced the iron in the form of a lump which was hammered and reheated then refined until it was pure.

Early in the 15th century Germany produced the first iron that could be melted to a liquid state. In the year 1855 the "Convertor" process of making steel was invented by Sir Henry Bessemer of England, and the resulting product was named Bessemer Steel. In 1864 this was improved by the Martin Bros. of France and the new process called "Open Hearth".

The first sheet iron rolling in England was in 1728 and later in 1818 the first rolling mill was erected in Pittsburg, which district is to-day the world's greatest iron and steel centre.

After the sheets leave the rolling mill, they are softened by annealing after which they are ready for various commercial purposes. A large proportion, however, is galvanized for added protection against the elements and also to provide a sheet that can be soldered.

One of the greatest triumphs of modern metallurgy came with the discovery of the value of copper as an alloying element for iron and steel. Research has proven that copper of the proper proportion entering into solution with the base iron or steel forms a true alloy, which adds greatly to the corrosion resistance of the finished sheet or product.

Black and Galvanized Steel Sheets are made in various gauges and sizes, and we carry one of the largest stocks on the continent for the manufacture of our extensive line of "Metal-Built" Products as illustrated in the pages of this catalogue and also in the preceding issues of "Road Building Materials" and "Farm Building Materials".

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OTTAWA

TORONTO

THE PEDLAR PEOPLE LIMITED

Established 1861

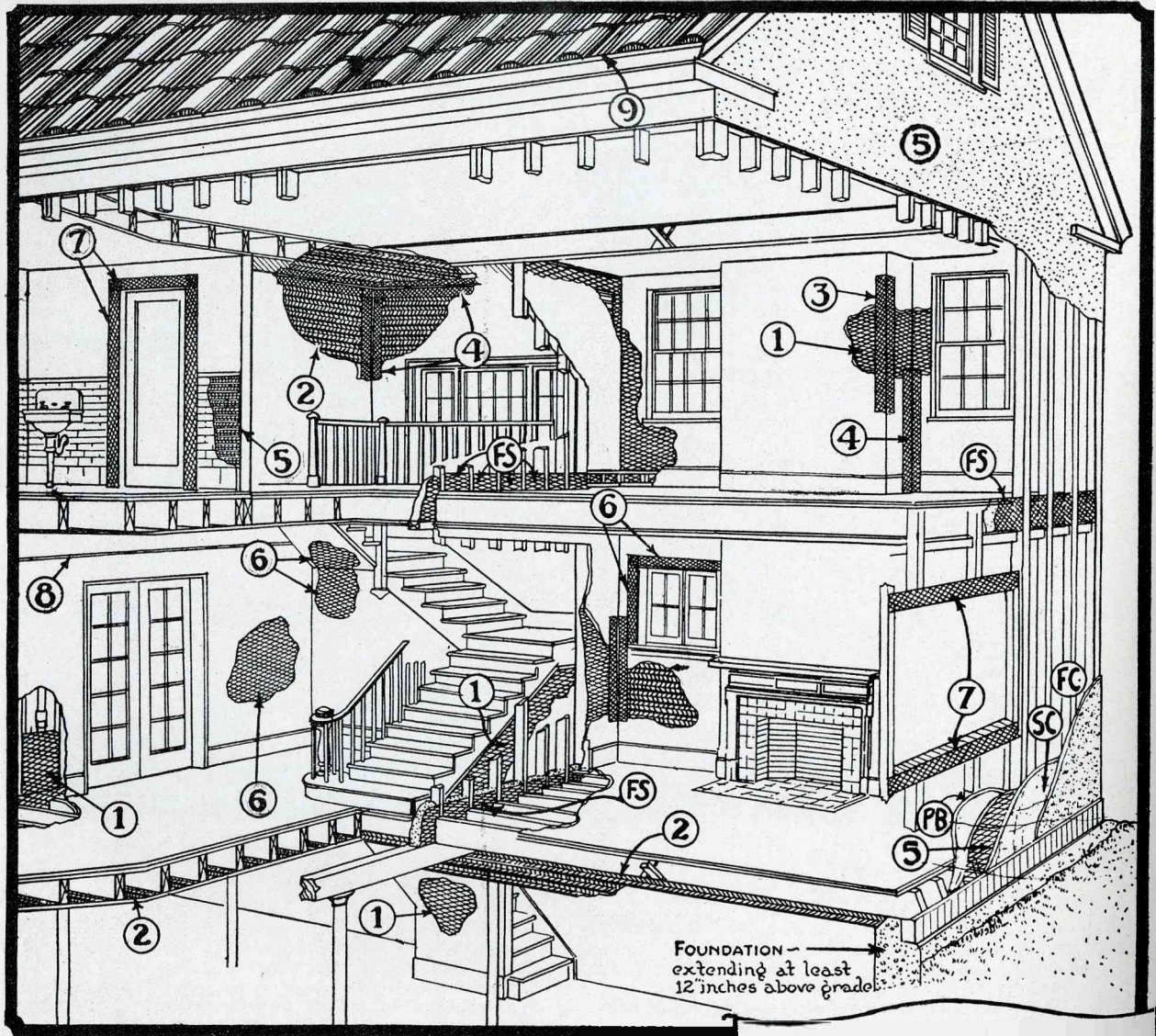
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Where Pedlar's Metal Lath should be used for Crack Prevention and Protection against Fire Hazards



Back-Plastered Stucco and Fire-Safe Construction on Metal Lath

In Bathrooms, Laundries, Kitchens and other rooms where clouds of steam are frequent or much moisture is prevalent, Pedlar's Metal Lath and Corner Bead is essential for safety against cracking or bulging of plaster. As a ground for the concrete and terrazzo or tile floors of Bathrooms, $\frac{3}{8}$ " Rib Metal Lath is highly efficient.

The value of Pedlar's Plaster Saving and Rib Metal Laths used with wood studs cannot be overemphasized. Their ideal stiffness and remarkable gripping qualities as well as fire-stopping ability commend them most highly.

Metal Lath construction has stood the test of time and is favored more than ever for residential buildings, and is standard specification for modern fireproof office buildings.

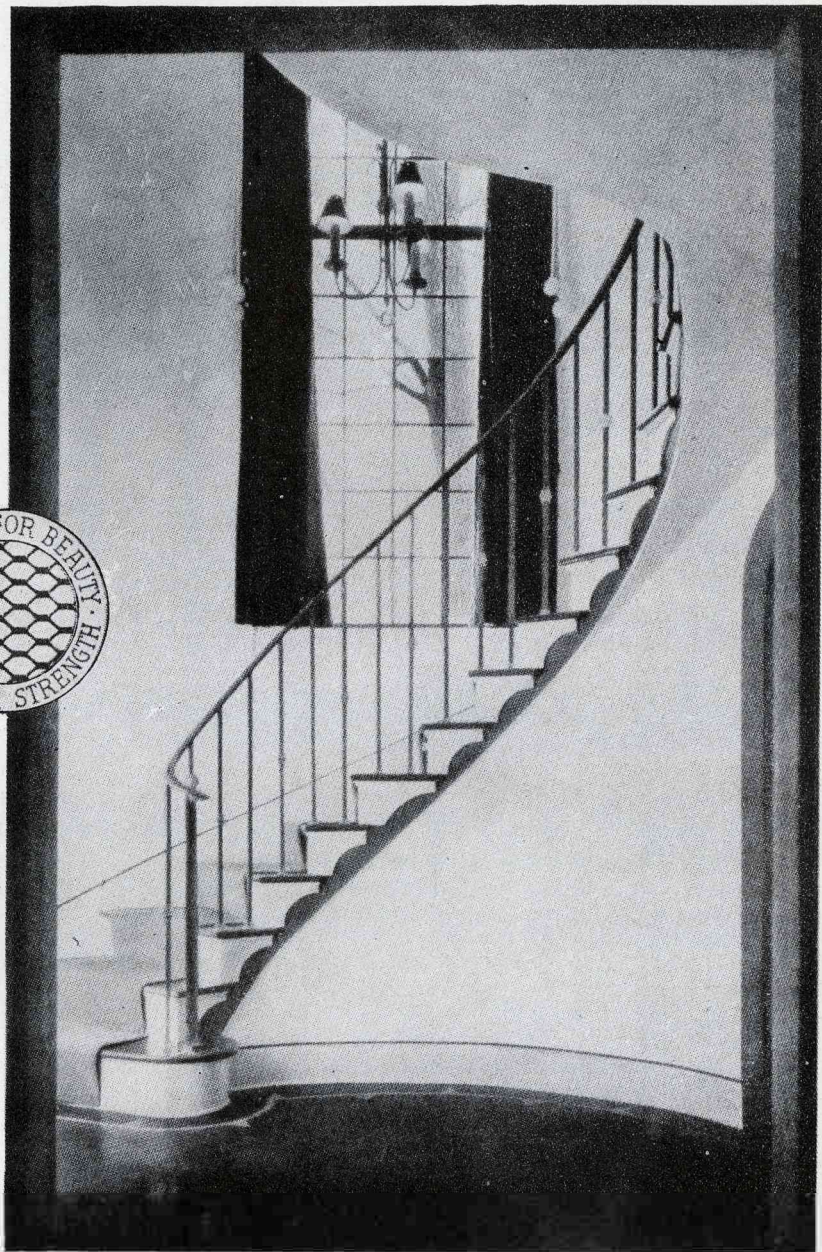
CODE TO ABOVE

1. Plaster-Saving Metal Lath.
2. Superior Rib Metal Lath.
3. Pedex Corner Bead.
4. Corner Lath.
5. Universal Waterproof Rib Lath.
6. Universal Kraft Flat Lath.
7. Plaster-Saving Lath.
8. Picture Mould.
9. Cluster Spanish Tile.

The graceful curved stairway shown here is typical of a tendency in the most modern homes to build in the hallway some especially attractive feature, to greet the eye immediately on entering the house.



Beautiful interiors retain their charm year after year when Metal Lath is the plaster base. Personal satisfaction and the saving in upkeep continue as long as the owner occupies the house.



Varied Types of Metal Lath

Metal Lath is expanded or drawn out from sheet metal. There are several types, adapted to every use.

One important feature common to these types of lath is the fact that the strands or members which grip the plaster are deeply and continuously buried. This positive and permanent "key" or grip distinguishes Metal Lath made of sheet steel from all other types.

Universal Lath with waterproof backing, is recommended for exterior stucco, or for posi-

tions where excessive dampness exists.

All of the materials described in this catalogue can be purchased through local building supply dealers, or direct from our branch warehouses across Canada.

Be sure that you or your architect obtain an estimate from a plastering or lathing contractor covering the cost of Metal Lath and plaster. The satisfaction of freedom from repairs and constant redecorating is worth far more than any slight added first cost.



Standard Size of Sheets—24" x 96".
All Sheets squared on both ends.
Packed 9 Sheets (16 sq. yds.) per Bundle.

"PLASTER - SAVING"

COPPER-BEARING

METAL LATH

FOR WALLS AND CEILINGS

An expanded diamond mesh $\frac{9}{32}$ " by $\frac{15}{32}$ " designed so that only a comparatively small amount of plaster is required to give a perfect key resulting in plastering speed, ease and economy in plastering material.

A general utility Lath ideally suited to the ordinary lathing need. It can be readily bent or formed for furred or ornamental members and for fireproofing of steel beams, girders and columns.

Catalogue No.	Weight Sq. Yd.	Description	Sheets, Bundle	Sq. yds. Bundle
821	1.75 lb.	Painted Red	9	16
822	2.5 lb.	Painted Red	9	16
828	3.0 lb.	Painted Red	9	16
*829	3.4 lb.	Painted Red	9	16
833	2.5 lb.	Galvanized	9	16
834	3.0 lb.	Galvanized	9	16
*835	3.4 lb.	Galvanized	9	16

*—Denotes Weights not carried in Stock, but are made up on receipt of Orders.

SPECIFY AND INSIST ON METAL LATH

For Fire Stops—

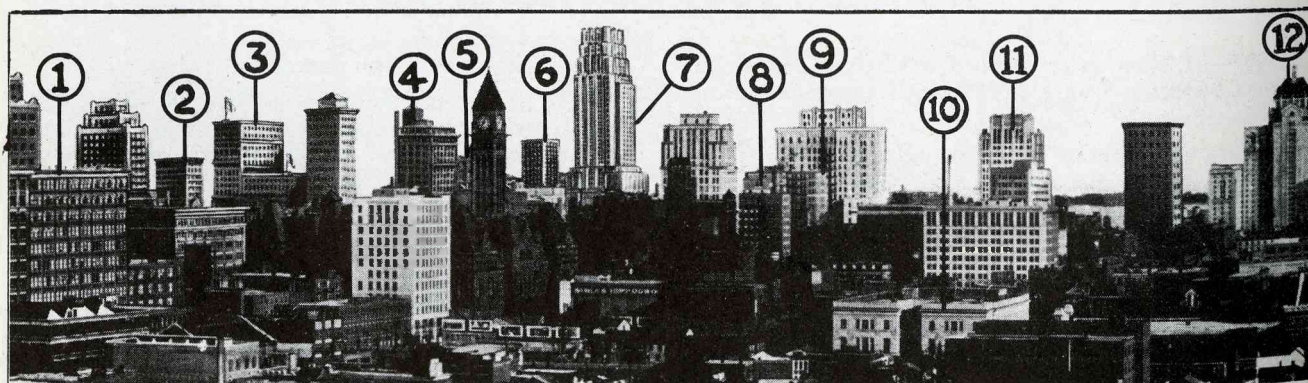
- (1) On all stud bearing partitions and walls.
- (2) On ceilings under inhabited floors, over furnaces and coal bins.
- (3) At chimney breasts, around flues and back of stoves.
- (4) For stairwells and under stairs.

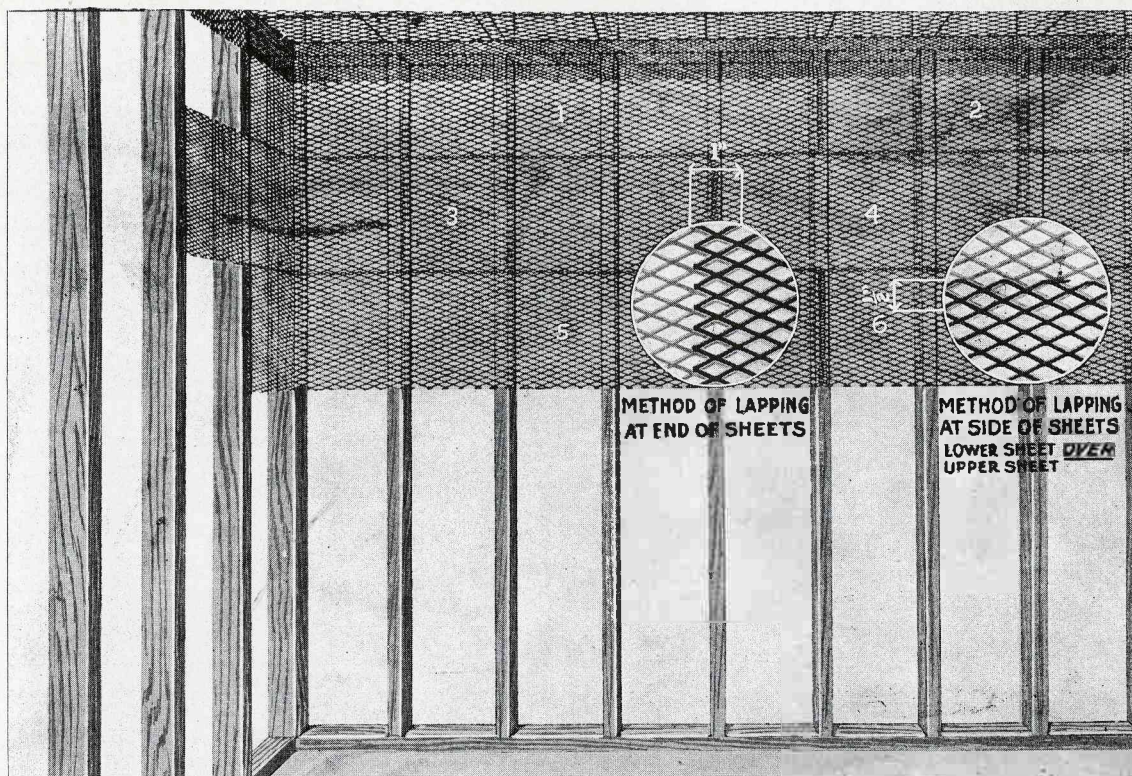
For Crack Prevention—

- (1) Across plumbing pipes and heat ducts.
- (2) Back of wainscots and tile mantels.
- (3) On ceilings of prominent rooms.
- (4) Lap 6 in. on either side of wall and partition angles, and around door bucks.

Skyline view of Toronto, showing modern buildings constructed with Pedlar's Fireproof Materials

- | | | |
|-----------------------------|-------------------------------|-----------------------------|
| 1. T. EATON CO. STORE. | 5. C. P. R. BUILDING. | 9. BELL TELEPHONE BUILDING. |
| 2. EXCELSIOR LIFE BUILDING. | 6. DOMINION BANK BUILDING. | 10. REGISTRY OFFICE. |
| 3. KING EDWARD HOTEL. | 7. BANK OF COMMERCE BUILDING. | 11. STAR BUILDING. |
| 4. ROYAL BANK BUILDING. | 8. NORTHERN ONTARIO BUILDING. | 12. ROYAL YORK HOTEL. |





Pedlar's Expanded Metal Lath on Wood Studs

Using 2x4-inch Studs, set 16 inches, centre to centre

As shown above, Sheet Number 1 is first applied, beginning at first stud beyond corner. The slant of strands should be inward and downward.

Lath Sheet Number 2 is next, its end lapping over end of Sheet Number 1.

Lath Sheet Number 3 is started at second stud so that the sheets will break joints and be continuous around corner.

Sheets Numbers 4, 5 and 6 follow in order shown. Sheet Number 5 laps Number 3, which in turn laps Number 1. The remainder of sheets are placed in same manner until lathing is completed.

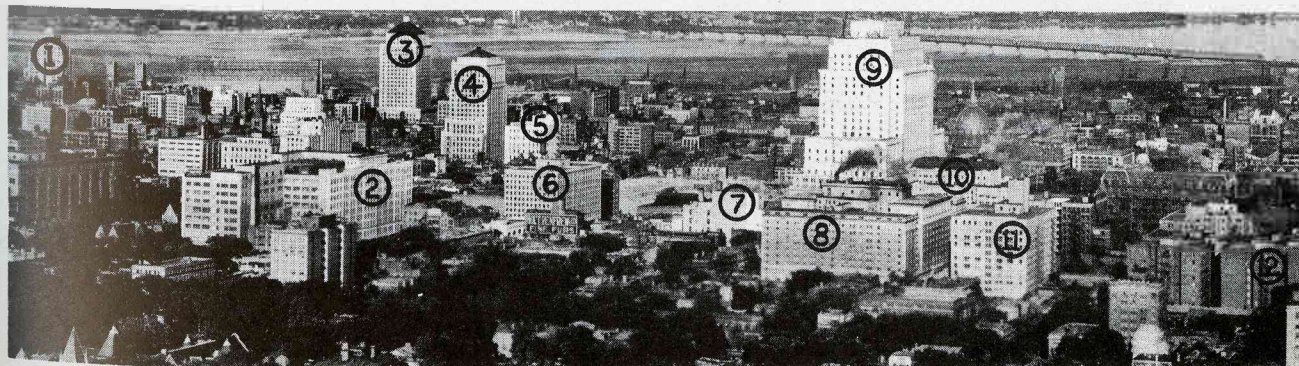
Then ceiling sheets are applied, lapping over on wall as shown, not less than six inches, and are wired to wall lath with No. 18 Galvanized Tie-wire.

Fasten lath, Plaster Saving or Superior Rib, to studs with lath nails, driving them in firmly until almost home and then clinching them over against juncture of strands. On ceiling use 6d nails, 1-inch roofing nails, or copper staples. On wood studs and joists lath should be nailed or stapled every six inches.

For precise corners with straight, true lines, Pedlar's Pexed Corner Bead should always be used. See Page 207.

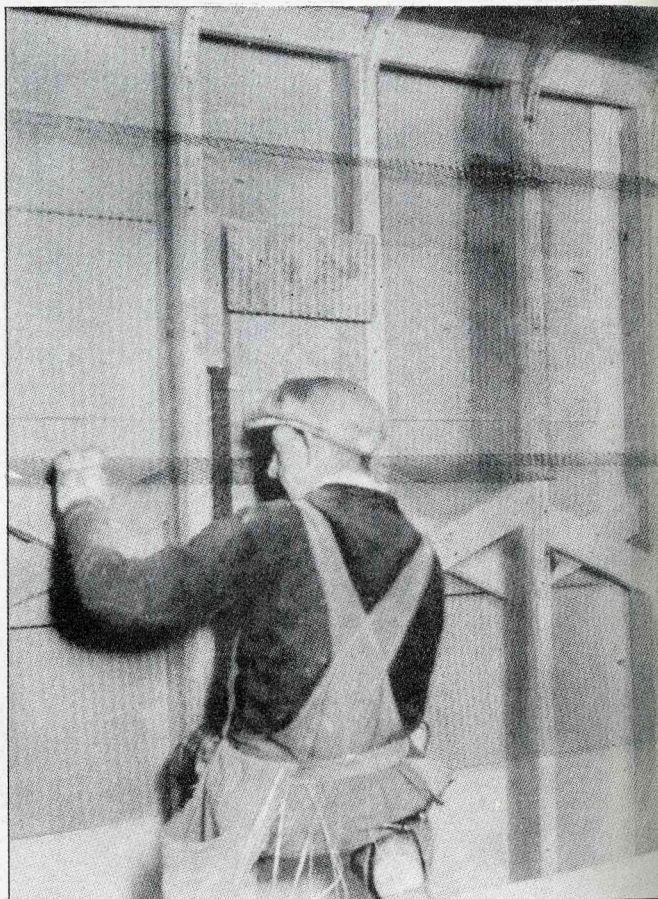
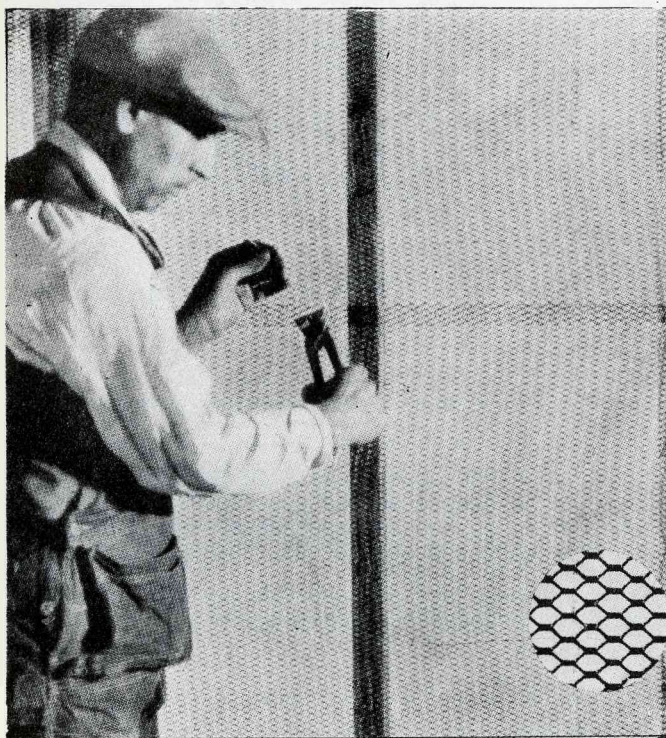
Pedlar's Fireproofing Materials were used in the following prominent Montreal buildings as indicated below, also in many other buildings:

- | | | | |
|------------------------|-------------------------|-----------------------------|------------------------|
| 1. ALFRED BUILDING. | 4. BELL TELEPHONE BLDG. | 7. ROBT. SIMPSON CO. STORE. | 10. DOMINION SQ. BLDG. |
| 2. HENRY MORGAN STORE. | 5. CANADA CEMENT BLDG. | 8. MOUNT ROYAL HOTEL. | 11. HERMES BUILDING. |
| 3. ROYAL BANK BLDG. | 6. T. EATON CO. STORE. | 9. SUN LIFE BUILDING. | 12. ACADIA APARTMENTS. |



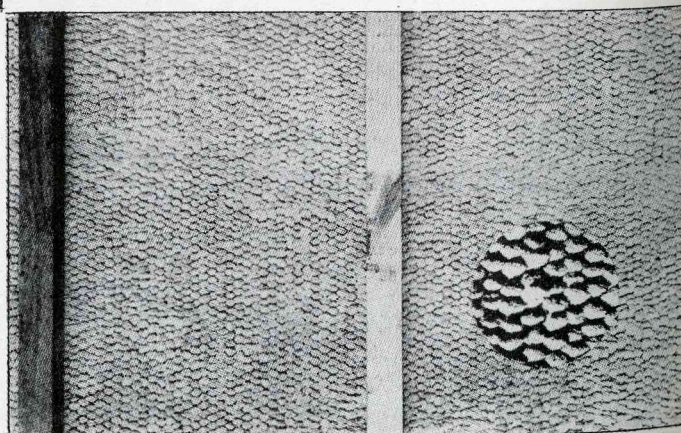
What Pedlar's Metal Lath Is

To the right is a picture of a lather preparing to nail a sheet of Metal Lath to the partition. The sheet is 8 feet long and 2 feet wide. This large "coverage" of each sheet knitting together the structural frame is part of the secret of strength of Metal Lath construction.



In the picture to the left, the Metal Lath is being applied over wood studs. Note the myriad of continuous, tough steel strands; it is these that strengthen the plaster against cracks.

The picture on the right shows the back of the lath after the plaster is applied. Note the practically continuous "keys" which, as soft plaster, passed through the meshes, and now have hardened to provide a permanent grip of plaster to the steel. This extra amount of plaster, together with the steel it embraces helps provide the necessary resistance to shocks which would cause plaster cracks on other plaster bases. It is, in fact, an important feature of superiority which distinguishes Pedlar's Metal Lath from all other bases.



Metal Lath for Ventilating Ducts—Construction Details

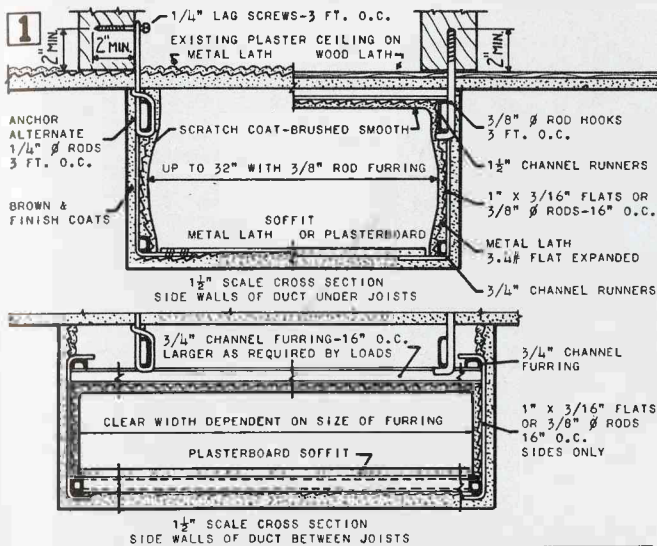
1. Contact ducts under existing lath and plaster ceilings on wood joists.
2. Suspended ducts under existing exposed concrete slab floors or heavy timber flooring.

When designing ducts, note especially Tables 1 and 2.

THE IDEAL METHOD OF BUILDING AIR DUCTS WITH PEDLAR'S METAL LATH

Architects 1½" Scale Details

Construction Photos

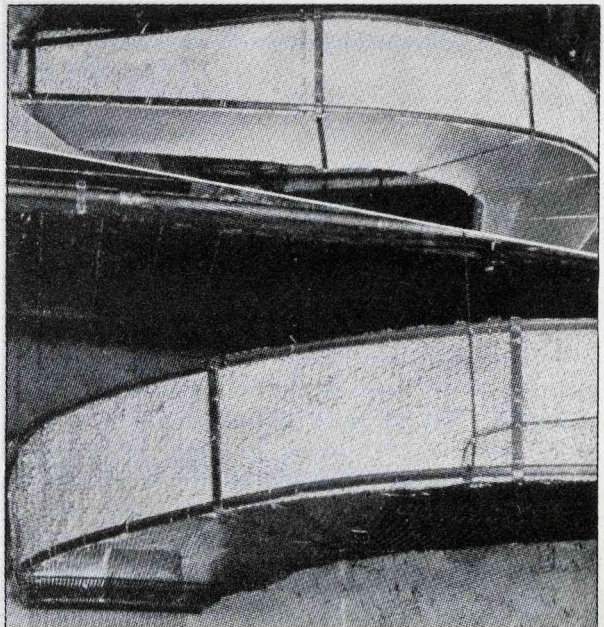
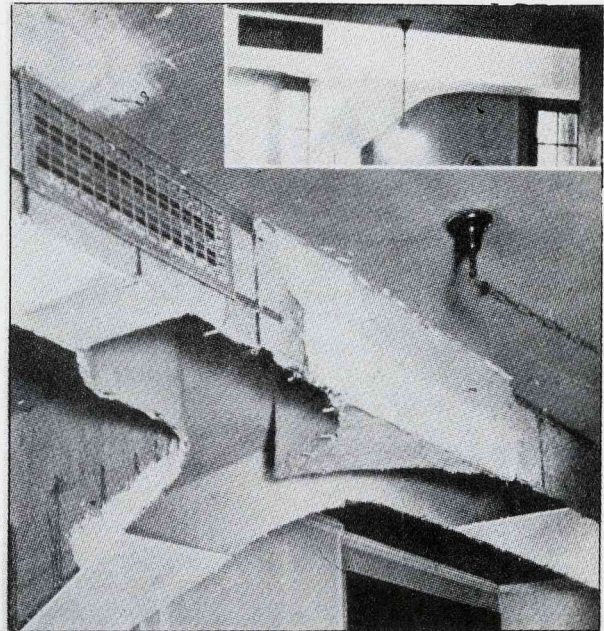
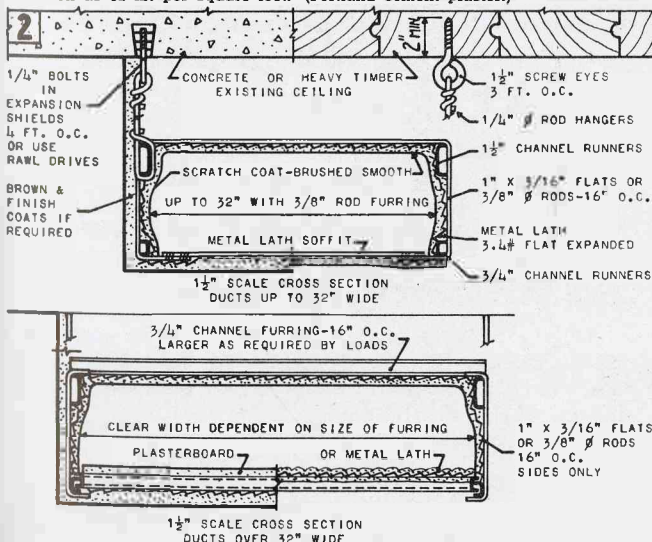


SCRATCH COAT MIX

Portland Cement.....40%
Sand.....40%
Lime.....15%
Asbestos Cement.....5%
And Hair Fiber as required.

Scratch coat to be applied on inside of ducts, sufficiently thick to completely cover and embed Metal Lath, and smoothed down with a wet plasterer's brush or wood float. Where high sound absorbance is required, special sound absorbent plaster may be used inside over rough scratch coat.

Where plasterboard soffits are used and width of ducts exceed 16", flat or rod furring must be continuous across soffit, the same as for Metal Lath construction. Size and weight of hangers, runners, furring, and anchors will vary as the width and depth of ducts and should be checked for strength in every case. Weight of plaster, 1" solid thickness (considered equivalent of ¾" plaster and ¾" keys) including proportionate weight of Metal Lath, runners, furring and tie wire, may be taken as 12 lb. per square foot. (Portland cement plaster.)



1. CONTACT DUCTS—Under existing lath and plaster ceiling on wood joists. Holes are drilled through lath and plaster into bottom of joists for rod hooks, or hand holes are broken in ceiling to place lag screws.
 2. SUSPENDED DUCTS—Under existing exposed concrete slab floors or heavy timber flooring. Holes are drilled in concrete slab for expansion shields or Rawl-drives, and in timber flooring for screw eyes.
- After anchors have been placed, hangers (if any) and runner channels are attached, sides and top of ducts framed, lathed, and smooth scratch coat applied inside. Soffit framing, lathing, are finished-out, scratch coated from outside to complete ducts. Outside of ducts finished, if required, with regular gypsum or portland cement plaster brown and white coats.



The very interesting fireplace featured in the modern living room shown above is constructed of Metal Lath and plaster . . . cost about \$20.

Savings Start At Once

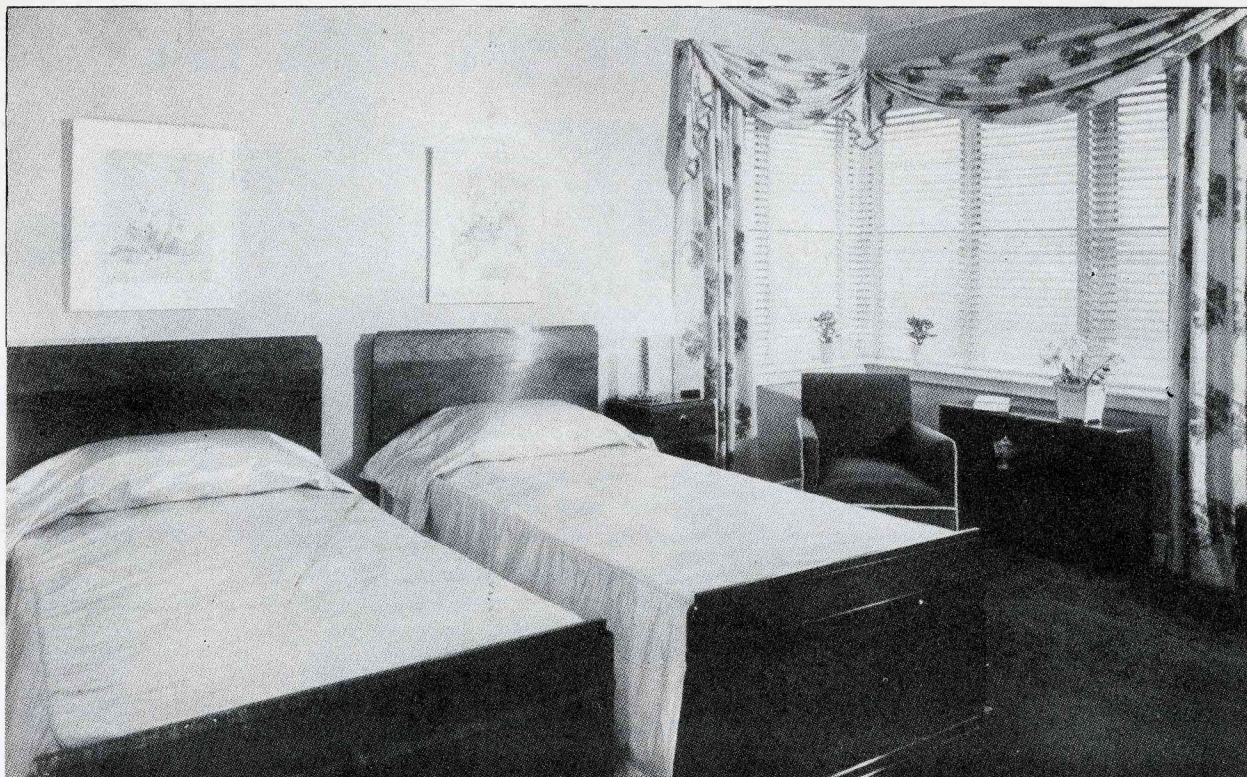
The very first year that the house is occupied the depreciation is going on, whether you know it or not.

You will find that \$393.00 is the average upkeep expense for a five-room wood-sided home with ordinary plastering. You can verify this by consulting an actual survey made of 530 apartments. This survey covered the average annual operating costs such as taxes, repairs, decorations and fuel. Select from these costs the items which are incurred by home owners and omit those that are peculiar to apartment buildings. Add \$50.00 per year as the increased cost of painting a wood-sided house every three years. The result is \$393.00. How much would you save if instead of ordinary plastering for the interior, and wood siding outside, you substitute a fine job of Metal Lath and plaster inside and concrete stucco on Metal Lath outside?

You would save at least \$50.00 a year average for painting the exterior and you would save one-half of the repairs, decorating and painting on the interior walls and ceilings. The table below shows just what this would be for an average \$5,000.00 house.

Only \$58.00 would be added to the down payment for this change. One year's savings will more than repay this. Over \$1,500.00 will be saved over the twenty years you are paying on the house.

	Annual expenses for wood siding and ordinary lath and plaster	Same except concrete stucco and Metal Lath and plaster
Added to annual payments on house.....		\$ 18.56
Total operating costs.....	\$393.00	299.17
	\$393.00	\$317.73
Net annual saving in favor of the better construction		\$ 75.27



For Every Pocket Book and Every Home

In houses that cost as little as \$4,000.00 Metal Lath is not infrequently used throughout for plastering. Even in cottages costing as little as \$2,000.00 Metal Lath is often used in some positions such as to reinforce corners or for ceilings in important rooms.

The greatest economy is obtained by installing Metal Lath throughout the home, for all walls and ceilings. However, where other plaster bases are used, ceilings and the corners usually crack before the walls do. Unsightly streaks show first on the ceilings. To lessen

these cracks and stains, and also to safeguard against fire, many owners use Metal Lath in at least some of the positions shown below.

The amount shown opposite each item is the approximate added cost of using Metal Lath in that position for an average one-story residence. It varies with locality and wage scale. These advantages of using Metal Lath can be obtained for an additional nominal first cost which averaged over the years is more than offset by reduction in upkeep expense.

Specifications for Economical Metal Lathing

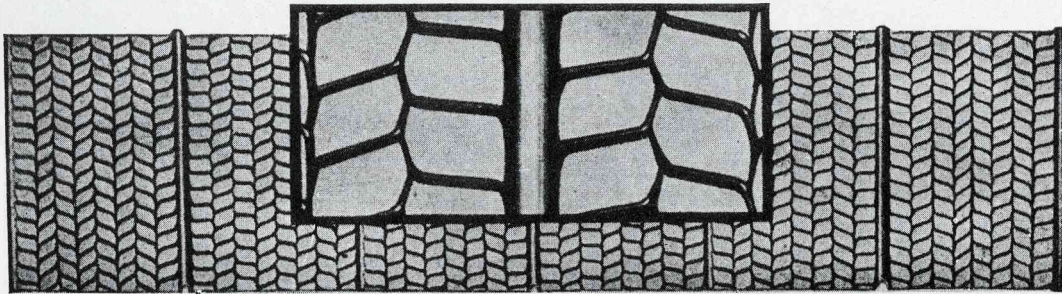
To Prevent Cracks and Lath Streaks

- | | |
|---|-----------------|
| 1. On ceilings of prominent rooms, including living room, dining room and hallways..... | \$ 20.00 |
| 2. Corner strips of Metal Lath bent into all corners of wall and ceiling angles..... | 5.00 |
| 3. Back of plaster and tile wainscots..... | 14.00 |
| 4. Across plumbing-pipes and heat-ducts..... | 3.00 |
| Total for Preventing Cracks..... | \$ 42.00 |
| Total for Metal Lath throughout house..... | \$157.50 |

To Provide Fire Safety

- | | |
|---|-----------------|
| A. On all wood stud bearing partitions, and wood studs in exterior walls..... | \$ 50.00 |
| B. On ceilings under inhabited floors, especially over heating plants and fuel storage..... | 26.00 |
| C. At chimney breasts, around flues and back of kitchen ranges..... | 7.00 |
| D. Stair-wells and under stairs..... | 8.00 |
| Total for Fire Safety..... | \$ 91.00 |

Pedlar's Superior 3/8" Rib Metal Lath



Reduced photograph showing the shape of the opening between strands. Note on the cross-section how ribs are designed to give great rigidity and also to reduce lapping waste to a minimum. Insert shows actual size of mesh. Standard size of sheets 24" x 96". Packed 9 sheets (16 sq. yds.) per bundle.

Catalogue No.	Weight Sq. Yard	Description	Sheets, Bundle	Sq. Yds., Bundle
1018A	2.25 lb.	Painted Red	9	16
1019A	2.5	" "	9	16
1020A	3.0	" "	9	16
1021A	3.5	" "	9	16
*1022A	4.0	" "	9	16
1018B	2.25	Galvanized	9	16
1019B	2.5	"	9	16
1020B	3.0	"	9	16
*1021B	3.5	"	9	16
*1022B	4.0	"	9	16
*1023	4.25	Hilo Floor Lath, Ptd. Red, 8' & 10' Lengths.	9	16

*—Denotes weights not carried in stock, but are made up on receipt of orders.

How "Superior" Rib Lath Excels

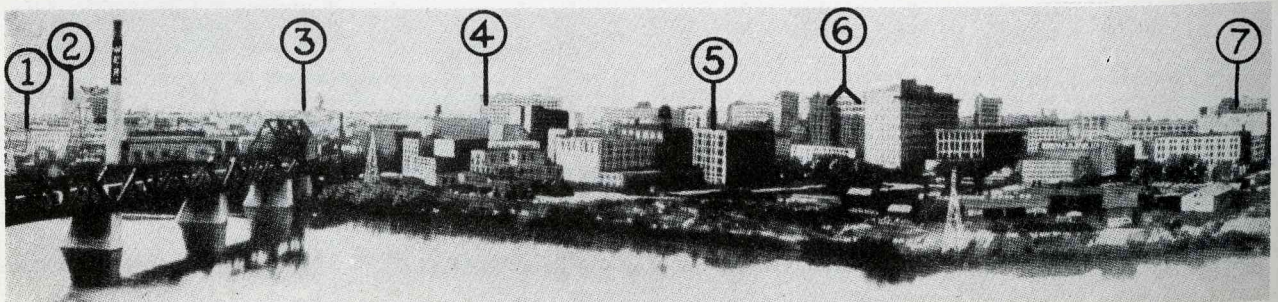
1. Exceptional plaster-saving qualities due to peculiar mesh of strands.
2. Unusual combined mesh and rib stiffness.
3. Straight, parallel outside edges.
4. Outside ribs that may be either nested or lapped.
5. No unnecessary lapping waste.
6. Easy to handle, erect and plaster because sheets are stiff both laterally and longitudinally.
7. Shipped in compact, tight bundles—reaches the job in perfect condition.
8. Free from sharp, protruding edges that cut workmen's hands.
9. The very nature of "Superior" Rib Lath, in design and construction, is such that it must be cut and expanded from sheets of the very best grade open hearth steel.
10. The mesh itself has a special design which gives a remarkable combination of permanent keying quality and both-way rigidity.

Winnipeg's newest large buildings are fireproofed with Pedlar's Metal-Built Products

1. C. N. R. STATION
2. FORT GARRY HOTEL

3. PARLIAMENT BUILDING
4. HUDSON BAY CO. STORE

5. BLOCK BUILDING
6. GRAIN EXCHANGE
7. ROYAL BANK BUILDING





Superior $\frac{3}{8}$ " Rib Metal Lath was nailed directly over the old cracked and stained ceiling, and is being plastered as any new job. A brand new permanent ceiling is obtained, without the mess of removing the old one.



A Sound Investment

There may be some doubt of the wisdom of borrowing money for such temporary work as painting and patching. These operations are in reality current expenses rather than investments.

Permanent modernizing to stop recurring repairs and redecorating is a different story. You can install new Metal Lath and plaster ceilings and walls over the old surfaces. It is not necessary to remove the old lath and plaster. And it costs surprisingly little. For example, a new ceiling for an average sized living room will cost only \$25.00. Such an investment justifies borrowing money.

Money is available on easy payment terms through the Dominion Government Home Improvement Plan for this sort of work. If you haven't the ready money available to pay for the entire job now, ask your contractor or banker to advise you concerning such a loan.

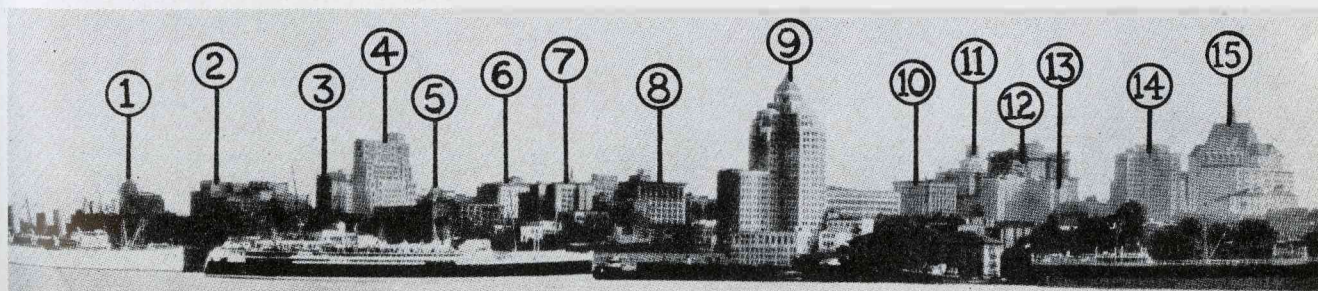
(Buildings improved under the Home Improvement Plan are exempt from any increase in Assessment).

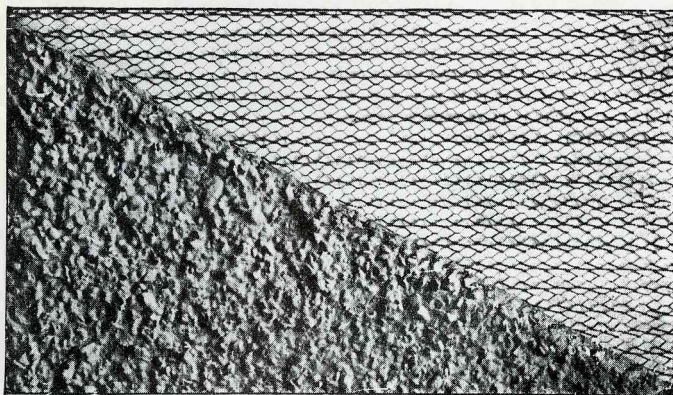
"Pedlar Protected" Buildings in Vancouver:

1. BEKINS BUILDING.
2. DOMINION BANK BUILDING.
3. STANDARD BANK BUILDING.
4. ROYAL BANK BLDG.
5. POST OFFICE.
6. PACIFIC BUILDING.
7. METROPOLITAN BUILDING.
8. CREDIT FRANCIER BUILDING.
9. MARINE BUILDING.

10. BIRKS BUILDING.
11. VANCOUVER BLOCK.
12. HOTEL VANCOUVER.

13. HOTEL GEORGIA.
14. MEDICAL AND DENTAL BUILDING.
15. C. N. R. HOTEL.





Truss Fabric Partially Plastered.

TRUSS FABRIC FOR STUCCO WORK

BEAUTY WITH PERMANENCE

Stucco over Metal Lath gives permanent beauty and adds materially to the resale value.

Stucco reduces fuel costs, repairs, and does away with costly painting.

The cost of Stucco on Metal Lath compares favorably with other types of

construction and saves you money on future upkeep costs.

Standard size of Sheets—24" x 96".

Packed 9 Sheets (16 sq. yds.) per bundle.

Truss Fabric is self-furring—no furring strips required. The corrugations act as furring and allow the plaster or stucco base to fill in between the lath and supporting stud, sheathing or wall forming an adequate key.

Catalogue No.	Weight Sq. Yd.	Description	Sheets, Bundle	Sq. Yds, Bundle
1060C	1.75	Painted Red	9	16
1060A	2.5	Painted Red	9	16
1060B	3.0	Painted Red	9	16
1061A	2.5	Galvanized	9	16
1061B	3.0	Galvanized	9	16



Concrete Stucco on Old Homes

Your home can be renovizod to give permanent beauty, add materially to the resale value, and reduce fuel costs, repairs and general upkeep by giving it a new finish of concrete stucco on Metal Lath.

On this page are pictures of a building, the exterior of which has been modernized. Concrete and Metal Lath were placed over old siding.

This home is now like new, not only in appearance but also because this new over-coating makes the walls wind-tight, the house easy to heat in the winter time and cooler in the summer time. One item not to be overlooked is that concrete on Metal Lath is fire-proof.

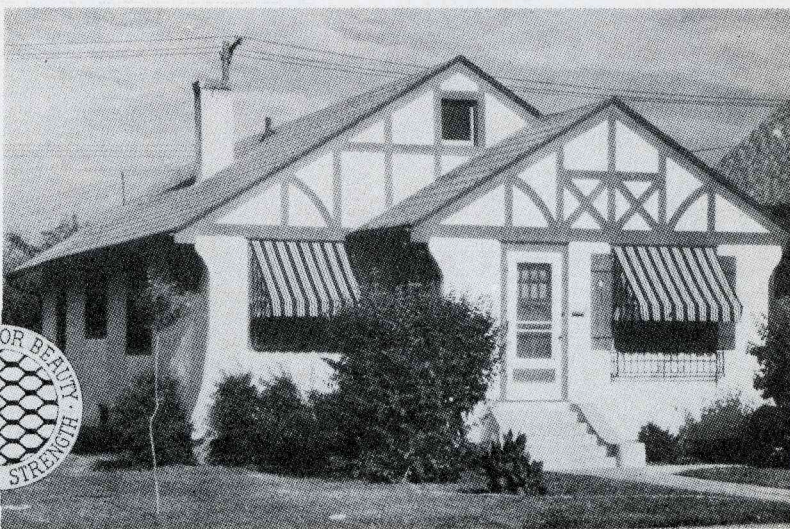
The cost of concrete stucco on Metal Lath is very low in many cities. The price for this fireproof exterior compares favorably with that of shingle and other constructions which cannot compare in wind-tightness with a solid reinforced slab of concrete on Metal Lath. Note, further, that after it is once applied concrete stucco requires no repairs nor painting as is necessary on many materials.

Loans for this type of work and repayable over a period of two years are now available to Home Owners through the Dominion Government Home Improvement Plan. Ask your Banker for particulars.

Before



After



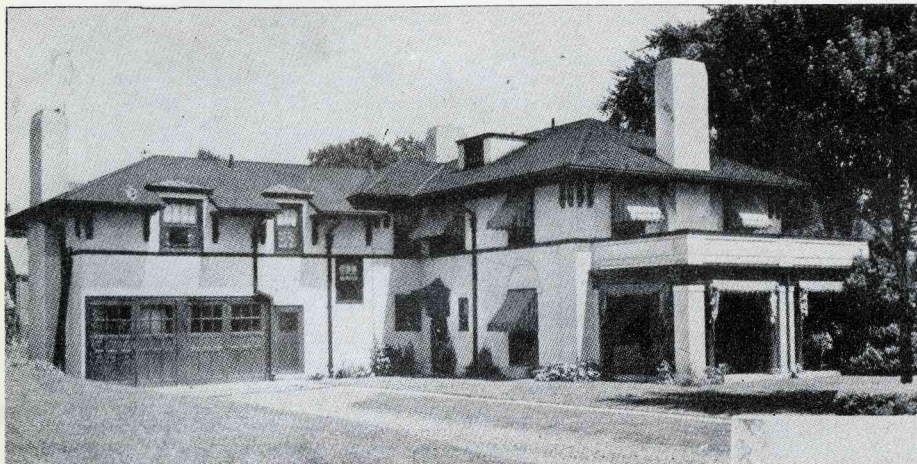
After modernizing, this house had a brand new concrete exterior . . . fireproof, permanent and economical.

Original cost of home.....	\$4,000.00
Concrete modernization cost.....	270.00
New value of home..	6,000.00
Net gain.....	1,730.00

The added value is many times the small cost.

(Buildings improved under the Home Improvement Plan are exempt from any increase in Assessment.)





LEFT—1937 PHOTOGRAPH

Below is pictured a front view of an attractive residence, as it appeared soon after the house was erected, twenty years ago. When a photographer last May he found the front all but obscured by the luxuriant growth of stately pines, shown as mere shrubs in the picture below. In order to depict the present condition of the stucco, it was necessary to photograph a side-rear view. This is reproduced on the left.

BELOW—1918 PHOTOGRAPH



More Beautiful As Years Go By

Concrete Stucco on Metal Lath also Adds Years of Service to Old Houses

On palatial residence or humble cottage, concrete stucco properly applied over Metal Lath, galvanized before expanding, increases the charm and beauty of the house as the years roll by. It endures in wintry climates as in sunny California. Comfort and years of service are added to old residences by overcoating them with concrete stucco on Metal Lath.

These are among the interesting revelations of a nation-wide survey conducted by Metal Lath News of residences stuccoed fifteen to twenty or more years ago.

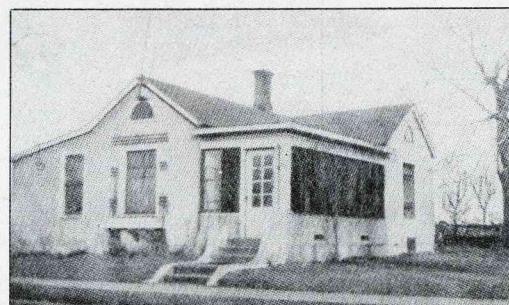
Photographed last May, the residence pictured at the top of the page looks like it might have been stuccoed just recently instead of twenty years ago. Our corres-

pondent writes: "Stucco in excellent condition. No sign of wear." Of course, the stucco base is Metal Lath.

In the lower left corner is a very recent picture of another old residence. It was weatherboarded when built in 1892. Thirty years later the overcoating of concrete stucco on Metal Lath was applied. After fifteen years, the only signs of wear are spots where a careless workman rubbed off the pebbledash with the end of a ladder while installing storm windows.

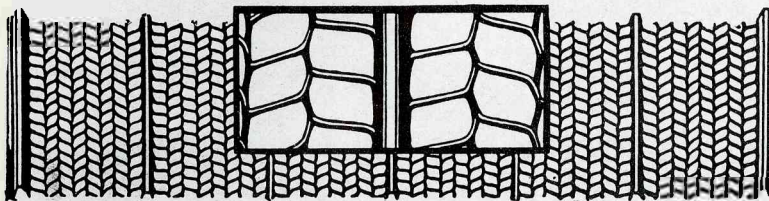
The same person also owns the frame house next door, and says it must be painted at three-year intervals at an average cost of \$300 per job.

The modest little cottage pictured at the foot of this column was quite old when stuccoed over Metal Lath in 1912. This recent photograph shows it is still in good condition.





Attractive Residence Constructed at Halifax, N. S., in 1923.
Stucco Finish on Pedlar's Metal Lath for Permanence.
Adjacent to the Atlantic Ocean. Architect—S. P. Dumaresq, A.B., F.R.A.I.C.



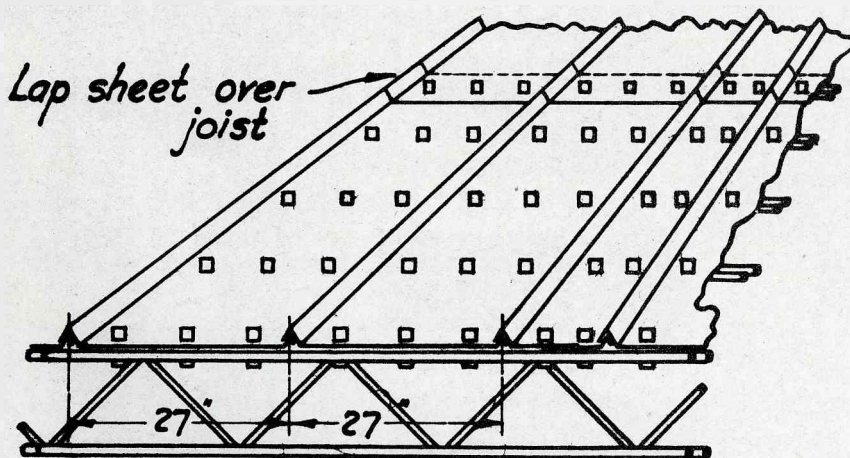
Hilo Floor Lath

$\frac{3}{4}$ " Outside Ribs.
 $\frac{3}{8}$ " Intermediate Ribs.
Width 24". Lengths 8 ft. and 10 ft.
No. 1023—4.25 lbs. per sq. yd.
Painted Red.

Designed for use in concrete slab construction for floors over steel joists. It serves as a form upon which the concrete is poured and also acts as an efficient expanded metal reinforcement for the concrete.

V-Rib Steel Forms

for use over Steel Joists.



Showing method of wedging V Rib forms to top of Massillon Joists

Made from 28 ga. Black Steel Sheets, covering width 27 inches.

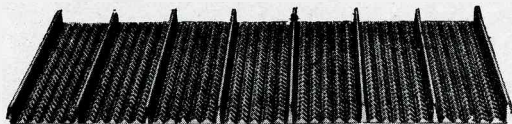
Method of Wedging—

3 Wedges at end and at splices, and 2 wedges at each intermediate joist for each full sheet.

Wedges to project about $\frac{1}{2}$ inch above the sheet.

Lay planking for wheeling concrete and walking over the forms.

Hyrib $\frac{3}{4}$ " Metal Lath



Standard Width of Sheets 28 Inches.

Ribs spaced at 4" centres.

Supplied Painted Black or Galvanized.

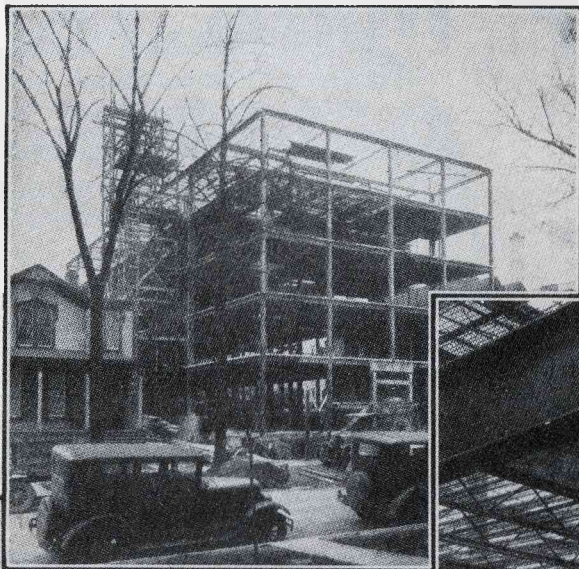
Galvanized not stocked but made up on receipt of orders.

Hyrib is suitable for Roofs, Floors, Ceilings, Walls and Partitions.

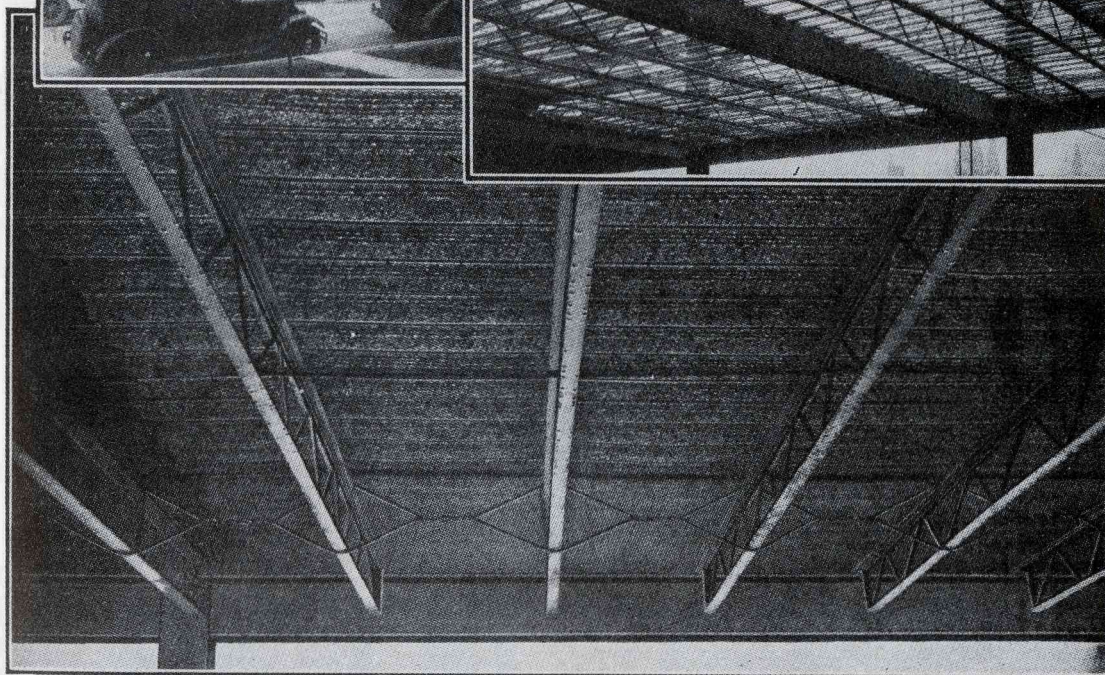
Hyrib can be curved to any desired radius at a slight extra cost over list prices.

Weight per Sq. Foot	Sheets Per Bdl.	Lengths	Sec. Area per Ft. Width
.48 lbs.	6	8 ft.	.0961 sq. in.
.58 lbs.	4	8 ft. & 12 ft.	.1172 sq. in.
.68 lbs.	4	8 ft. & 12 ft.	.1407 sq. in.
.78 lbs.	4	8 ft. & 12 ft.	.1642 sq. in.

Pedlar's Rib Lath Over Steel Joists



The simplicity and clean-cut efficiency of this type of construction are emphasized by these views of an Apartment Building. Photo at left shows five completed floors, with roof ready for pouring. Center photo shows close-up of $\frac{3}{4}$ -in. Hilo Lath in position before pouring concrete. Photo at bottom shows under side of floor after pouring. Notice the perfect bond between lath and concrete and the precisely straight rib-lines, indicating no sagging of lath from weight of wet concrete.



The chief purpose for which $\frac{3}{4}$ -in. Hilo Lath is designed, is its use in concrete slab construction for floors and roofs, where it serves not only as a form upon which the wet concrete is poured, but also acts as a highly efficient expanded metal reinforcement for the concrete.

In this capacity, it is used most extensively with steel joist construction. The shape and position of the metal mesh and the elimination of unnecessary solid ribs, are important factors in accomplishing the particularly strong bond which results between the concrete and

$\frac{3}{4}$ -in. Hilo Rib Lath. The exceptional strength of this bond is vital to the safety of this type of construction.

$\frac{3}{4}$ -in. Hilo Rib Lath metal lath meets every requirement most efficiently and economically for flat-type reinforced concrete roofs, and may be used as a reinforcing material for the concrete base of Terrazzo Tile, or wood finished floors—over wood joists or wood beams, over steel I-beams or any of the newer types of fabricated steel beams, or patented bar joists and trusses.



PEDLAR'S UNIVERSAL METAL LATH

Combining "Plaster-Saving" Metal Lath with Kraft or Waterproof Insulation Backing.

The Ideal Plaster Base for Walls, Ceilings and Stucco.

Six Important Features—

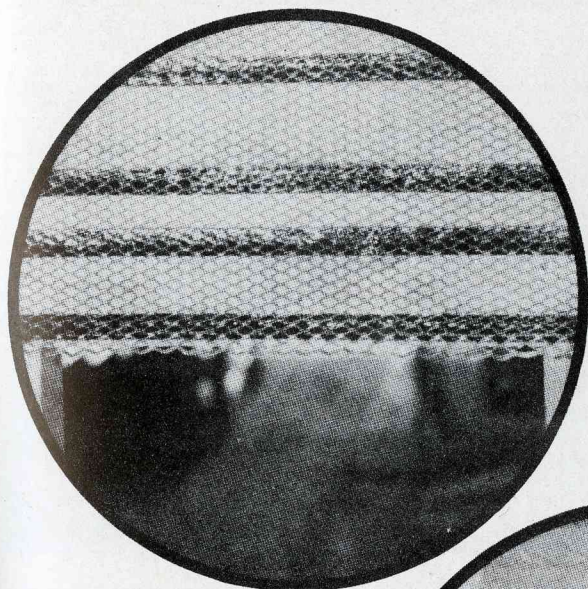
1. Plaster Saving.
2. Heat and Cold Insulating.
3. Sound Deadening.
4. Damp Proofing.
5. Crack Preventing.
6. Back Plastering.

Insulates and Back-Plasters!

This new *insulated* Metal Lath recently developed by Pedlars, is meeting with real enthusiasm wherever it is used. Pedlar's Universal Metal Lath comes at a time when owners of frame buildings are thinking of overcoating with stucco and other remodelling jobs, under the Home Improvement Plan. This lath is the ideal base for stucco work. It back-plasters as the material is applied and its *insulated* backing prevents heat loss through walls and ceilings. Sounds and vibrations are retarded and dampness prevented.

Catalogue Number	Weight Metal Lath Sq. Yd.	Description Backing	Kind	Covering Size	Sheets per Bundle	Sq. Yds. per Bundle
*—Denotes Weights not carried in stock, but are made up on receipt of orders.						
900K	1.75 lbs.	Plaster Saving Kraft	Ptd. Black Asphalt	24"x96"	9	16
901K	2.5	" " "	" " "	"	—	—
902K	3.0	" " "	" " "	"	—	—
*903K	3.4	" " "	" " "	"	—	—
*904K	2.5	" " "	Galvanized	"	—	—
*905K	3.0	" " "	"	"	—	—
*906K	3.4	" " "	"	"	—	—
900W	1.75	Plaster Saving Waterproof	Ptd. Black Asphalt	24"x96"	9	16
901W	2.5	" " "	" " "	"	—	—
902W	3.	" " "	" " "	"	—	—
*903W	3.4	" " "	" " "	"	—	—
*904W	2.5	" " "	Galvanized	24"x96"	9	16
*905W	3.0	" " "	"	"	—	—
*906W	3.4	" " "	"	"	—	—

Actual Photographs of Stucco Plaster Job on Pedlar's Universal Metal Lath

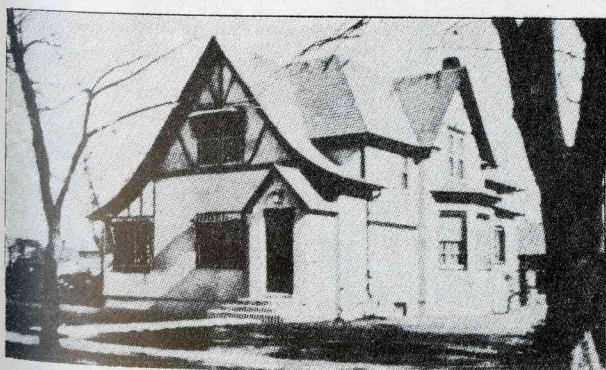


Above.

Note how the Insulation Backing is attached to the Metal Lath by means of asphalt strips, thereby eliminating any possibility of perforating the insulation.

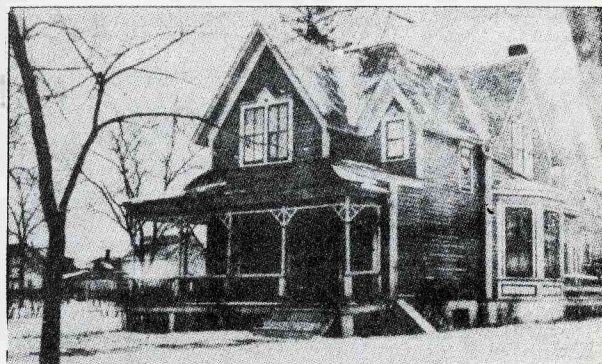
When nailing Universal Lath, the nails should be driven through the asphalt strips, which automatically seal the nail holes.

STUCCO
*for Permanence
and Beauty*



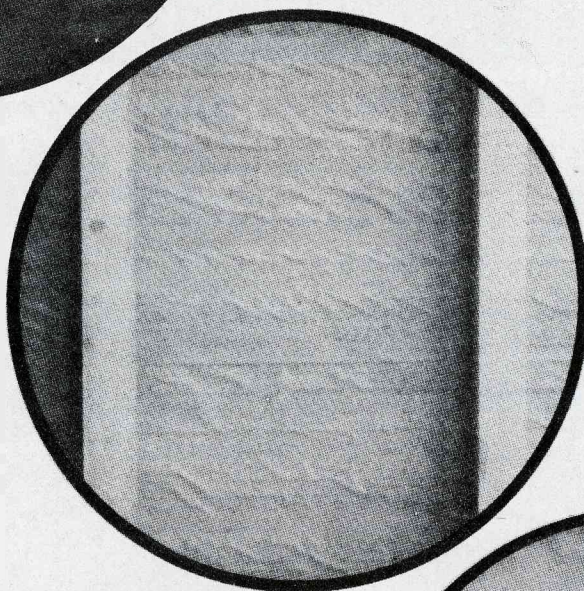
After.

**Fuel Bills are Reduced
Painting Bills are Eliminated**



**Durable and
Lower in Cost**

Before



On Left—

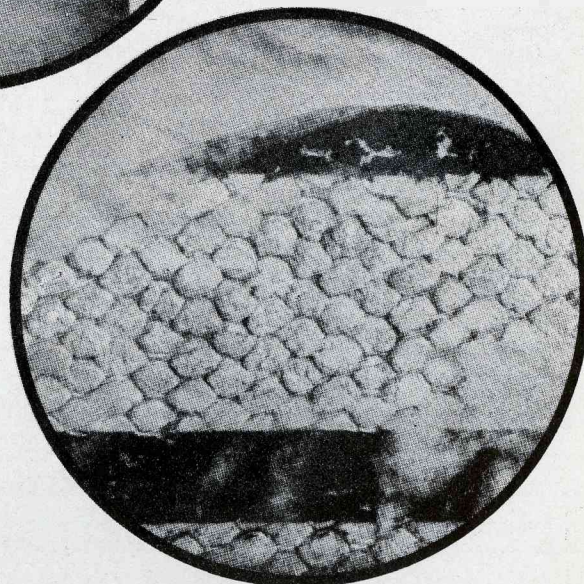
Note the continuous Insulation Backing. No holes in the backing to interfere with the Insulation or Sound-Deadening properties.

Heat loss is reduced to a minimum, sound is retarded, and dampness prevented.

Below—

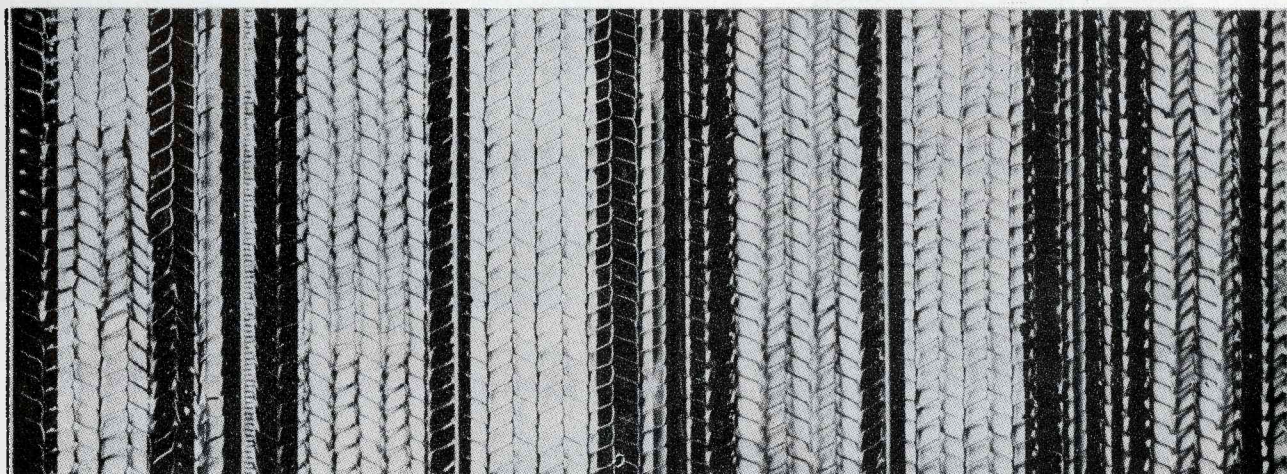
A close-up photo showing how waste in plaster is eliminated.

The backing automatically back-plasters the job, thereby forming a complete solid slab on each side of the Metal Lath.



Universal 3/8" Rib Metal Lath

Combining Pedlar's Superior Rib Lath with Kraft or Waterproof Insulation Backing



For Walls, Ceilings, Partitions, Stucco Work and Floors

The ideal Lath for all classes of work where a superior plastering job is required. It is exceptionally rigid and the backing provides many desirable features including insulation against heat and cold, sound deadening, plaster saving and back plastering.

It is also adapted as a Floor Lath for use over steel joists.

Catalogue Number	Weight Metal Lath Sq. Yd.	Description Backing	Kind	Covering Size	Sheets per Bundle	Sq. Yds. per Bundle
907K	2.25 lbs.	Superior Rib Kraft	Ptd. Black Asphalt	24"x96"	9	16
908K	2.5	" " "	" " "	"	—	—
909K	3.0	" " "	" " "	"	—	—
*910K	3.5	" " "	" " "	"	—	—
*911K	4.0	" " "	" " "	"	—	—
*912K	2.25	" " "	Galvanized	24"x96"	9	16
*913K	2.5	" " "	"	"	—	—
*914K	3.	" " "	"	"	—	—
*915K	3.5	" " "	"	"	—	—
*916K	4.0	" " "	"	"	—	—
907W	2.25	Superior Rib Waterproof	Ptd. Black Asphalt	24"x96"	9	16
908W	2.5	" " "	" " "	"	—	—
909W	3.0	" " "	" " "	"	—	—
*910W	3.5	" " "	" " "	"	—	—
*911W	4.0	" " "	" " "	"	—	—
*912W	2.25	" " "	Galvanized	24"x96"	9	16
*913W	2.5	" " "	"	"	—	—
*914W	3.0	" " "	"	"	—	—
*915W	3.5	" " "	"	"	—	—
*916W	4.0	" " "	"	"	—	—

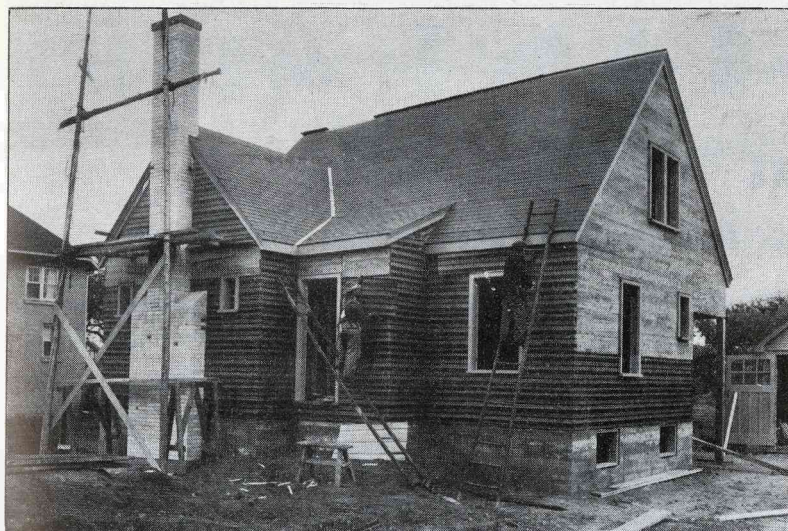
*—Lath in weights marked * are not carried in stock, but will be made on receipt of orders.

Note—To arrive at Shipping Weights, add ½ lb. per sq. yd. or 8 lbs. per Bundle (16 sq. yds.) to the above weights to take care of extra weight of Insulation Backing.

MONTREAL
OTTAWA
TORONTO

PEDLAR
THE PEDLAR PEOPLE LIMITED, OSHAWA, ONTARIO

WINNIPEG
CALGARY
VANCOUVER



Applying Universal Rib Lath for Stucco Finish

This modern type of Lath is
manufactured exclusively in
Canada by

**The PEDLAR PEOPLE
Limited**

Insulating—

Plaster Saving—

Back Plastering—

Damp Proofing—

Sound Deadenng.

Build for the Future and Build for SAFETY!

Safeguard the School Children
—By Specifying and Using—

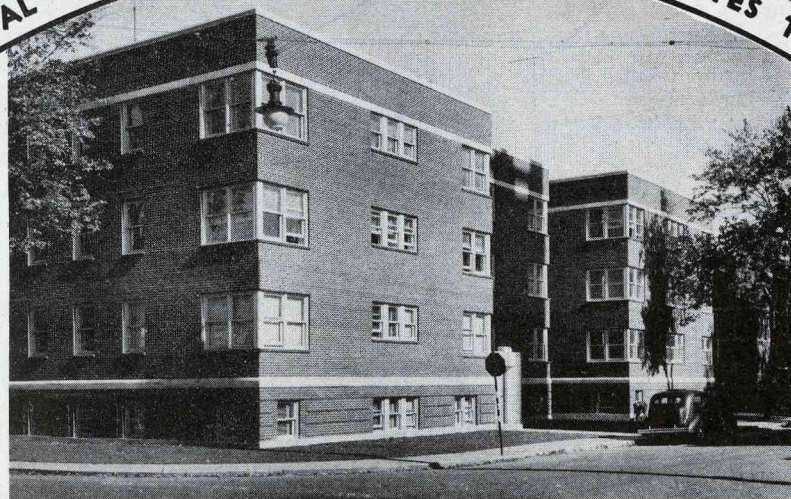
Pedlar's FIREPROOF CONSTRUCTION Materials

Kemptville School



*Residence and Surgery
Dr. R. W. Graham
Oshawa, Ontario*

PEDLAR'S UNIVERSAL METAL LATH PROTECTS AND INSULATES THESE BUILDINGS



Major Apartments, Ottawa

The only Insulated Expanded Metal Lath Produced in Canada

« PEDLAR'S GIANT MESH »

THE IDEAL PLASTER BASE

Reinforced with an Insulation Backing for Walls, Ceilings and Stucco



Exceptional Rigidity and Economy Combine to make

GIANT MESH

The Outstanding Plaster Base of the Century

Eliminates Plaster Waste

Perfect Bond at Laps—Provides a Molded Key

Provides Insulation — Prevents Plaster Cracks

Efficient Distribution of Steel Throughout the Plaster

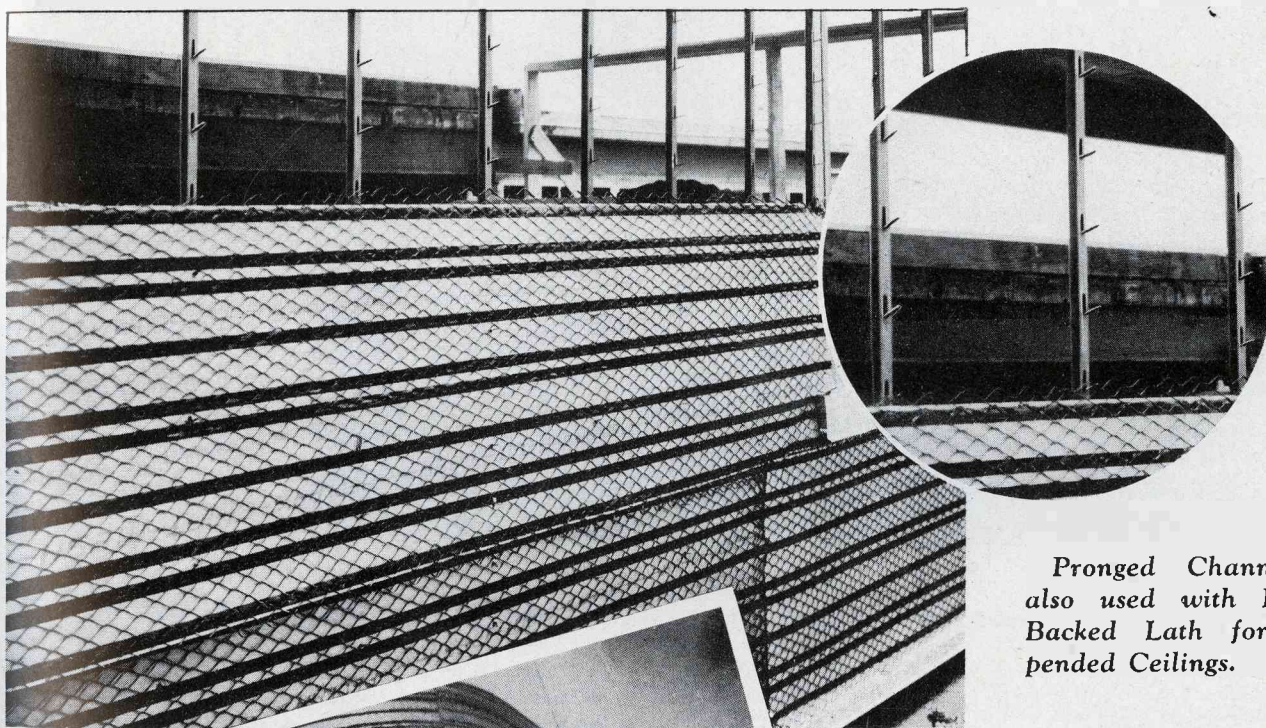
Can be Easily Formed Around Corners

Catalogue Number	Backing	Finish	Shipp. Wt. Per Sq. Yd.	Size Mesh	Sec. Area Per Ft. Width	Covering Size Sheets	Sheets Per Bdl.	Sq. Yards Per Bdl.
No. 100W	Waterproof	Black Asphalt	2.6 lbs.	1"x2"	.064 sq. in.	24"x96"	9	16
No. 100K	Kraft	" "	" "	" "	" "	" "	" "	" "
No. 100	Plain (no backing)	" "	2.12 lbs.	" "	" "	" "	" "	" "

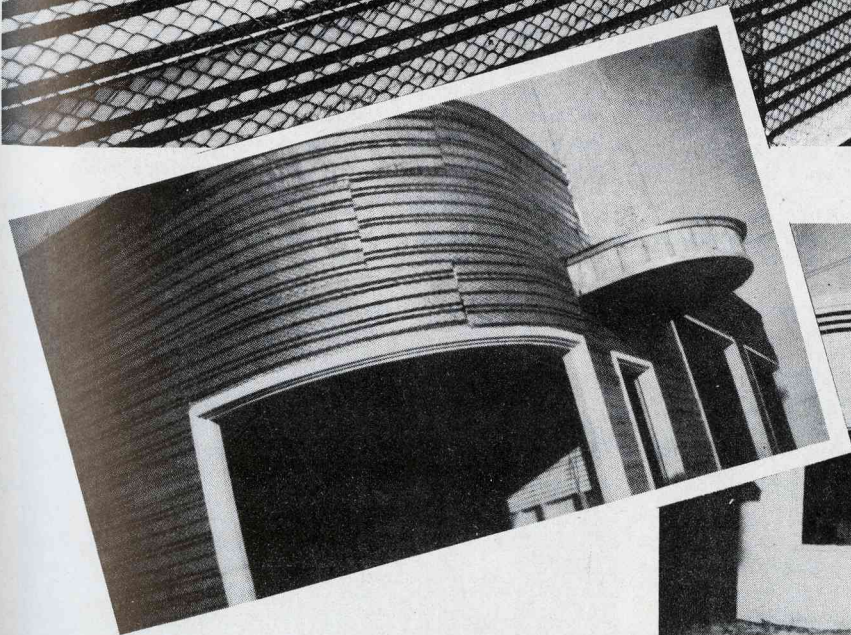
Giant Mesh — The Ideal Base for Walls, Ceilings and Stucco

Insert shows closeup of Pedlar's Pronged Channel used in conjunction with Giant Mesh and Universal Lath.

Note how the prongs pierce the Insulation Backing after which they are easily bent back, holding the material rigidly in position, ready for Stucco.

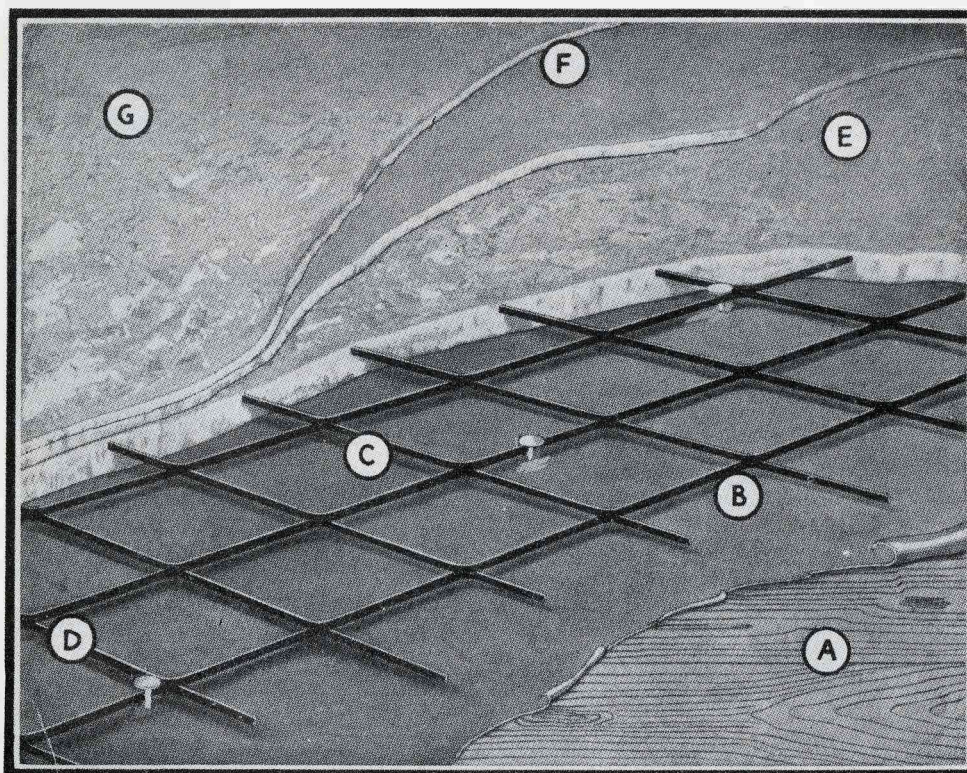


Pronged Channel is also used with Paper-Backed Lath for Suspended Ceilings.



Interesting Photographs of Giant Mesh used on the new Arctic Oil Co. Service Station at Calgary, Alberta.

Giant Mesh is the Most Dependable Reinforcement for Both Interior and Exterior Construction



- (A) Wood Sheathing.
- (B) Waterproof Backing.
- (C) Giant Mesh.
- (D) Lath Nail.
- (E) Scratch Coat.
- (F) Brown Coat.
- (G) Stucco Finish.

Its diagonal strands provide an ideal distribution of steel not only capable of overcoming the initial shrinkage, temperature changes and wind stresses, but also protecting the Stucco against unusual shocks and impacts. Giant Mesh is designed to equalize these concentrated loads by diagonal distribution through the integral network of its diamond mesh strands.

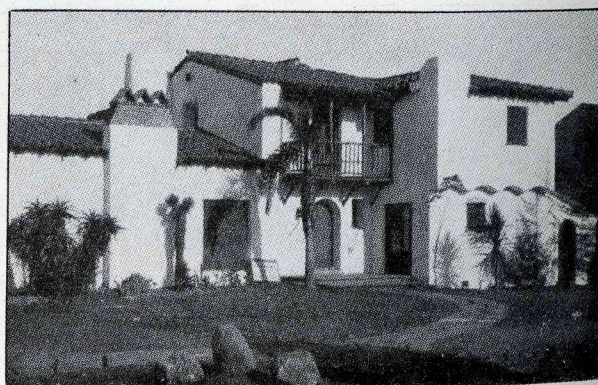
Instructions for applying GIANT MESH for Stucco Work

Start at the top of each wall and work down. This makes it easier to plaster. Overlap at least one full diamond at sides and end of each sheet. Pull mesh flat and taut while driving nails. All side and end laps must be nailed tight to the sheathing at stud lines.

It is best to stagger the end laps. After the Giant Mesh is in place, cut out window and door openings, leaving a flap to bend around jambs and heads. There

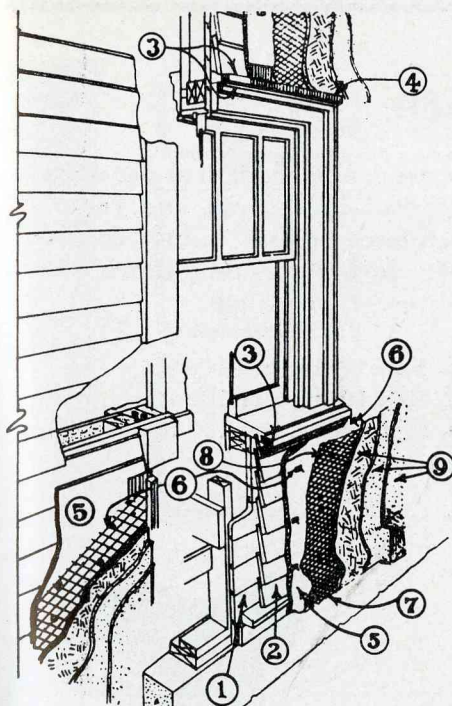
must not be any laps at corners of building or at the corners of openings. When stucco is carried down over the foundation wall, lap 3 diamonds down on the foundation and nail every 10 inches with concrete nails.

After the Giant Mesh is in place apply three coats of Cement Stucco—the first a scratch coat, the second a brown coat, and last, a finish coat.

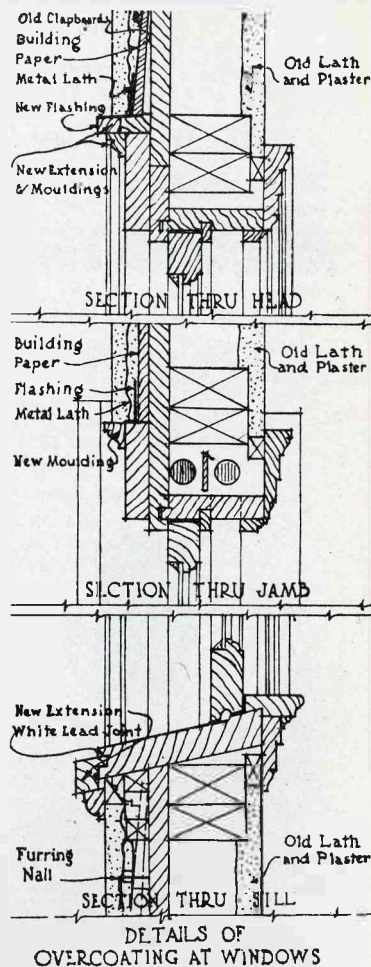
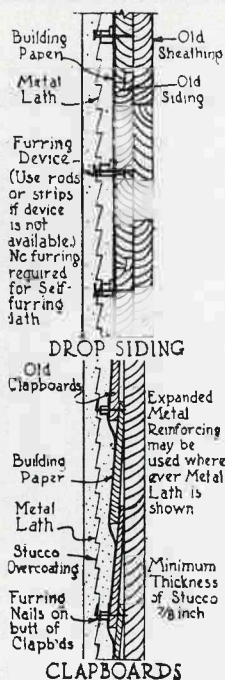


A few of the many Homes in all parts of the Country in which Cement Stucco correctly reinforced with Giant Mesh and Universal Lath has added Beauty and Permanence at a most economical cost.

SPECIFICATIONS FOR METAL LATH CONSTRUCTION



1. Old Sheathing.
2. Old Siding or Shingles.
3. Extension of window caps and sills.
4. Flashing: Use liberally wherever water might get behind stucco.
5. Waterproof Backing.
6. Furring: For Flat Lath or Expanded Metal Reinforcing fur with special nails when available; otherwise use metal strips. Avoid use of wood furring. No furring required for self-furring lath.
7. Expanded Metal Lath.



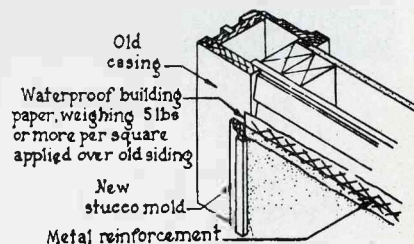
Waterproof building paper weighing 5 lbs. or more per square applied over old siding.

Metal reinforcement must extend down over flashing.

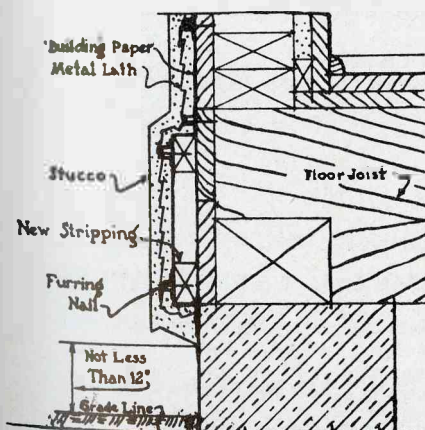
New flashing

Drip cap built out and new moulding provided

DETAIL OF WINDOW HEAD



DETAIL OF WINDOW JAMB



FRAME CONSTRUCTION AT WATER TABLE

Waterproof building paper weighing 5 lbs. or more per square applied over old siding.

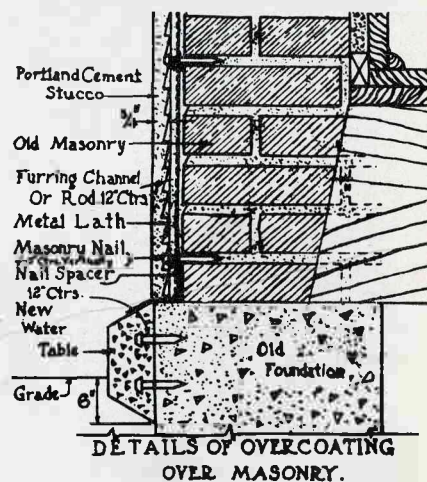
Metal reinforcement must extend down over flashing.

New flashing

Foundation

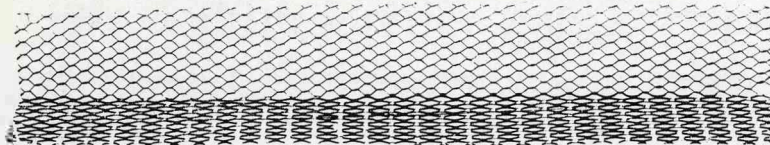
DETAIL OF WATERTABLE

CONCRETE STUCCO REMODELING DETAILS



DETAILS OF OVERCOATING OVER MASONRY.

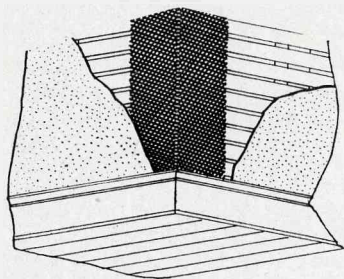
Pedlar's Corner Lath



CORNER LATH

For use over wood lath at the angles where wall meets wall and ceiling, to reinforce these inside corners against corner cracks, caused by shrinkage of wood lath.

No. 1055A— 6 in. Girth, 8 ft. lengths.	Packed	Ptd. Red 14 lbs. per 100 ft.
No. 1055B— 8 in. Girth, 8 ft. lengths.	200 ft.	Ptd. Red 19 lbs. per 100 ft.
No. 1055C—12 in. Girth, 8 ft. lengths.	to Bdl.	Ptd. Red 28 lbs. per 100 ft.

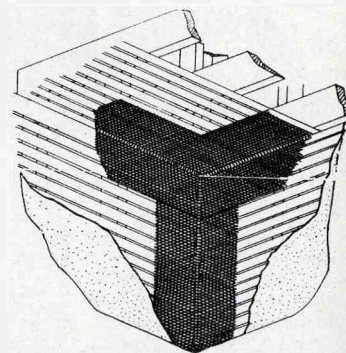


Corner Lath nailed over wood lath in the angle of two walls.

Corner Lath has recently come into wide use in moderately priced residences.

Eliminates unsightly cracks—adds beauty and value to the building.

Reaches the job in perfect shape and stacks easily.



Corner Lath nailed over wood lath in the angle of wall and ceiling.

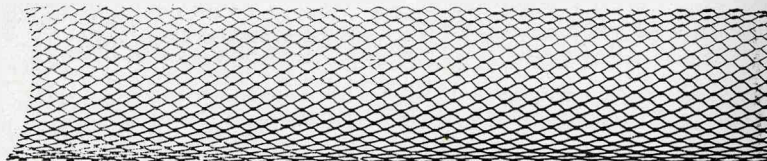


Showing how Corner Lath is bundled so that it reaches the job in perfect condition.

Pedlar's Cove Lath

Ideal for forming rounded and curved corners between the ceiling and side walls.

Wooden brackets cut the required shape are used for attaching the lath.



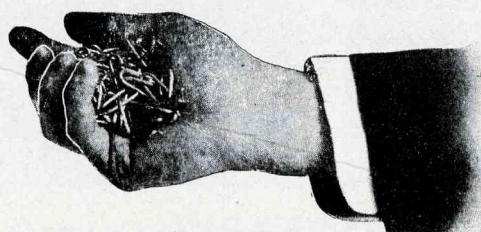
COVE LATH

No. 1056—12" Girth, 8' Lengths, Ptd. Red, 28 lbs. 100 ft.

Metal Lath Staples

We also furnish our Special Flat-headed Nails for Metal Lath.

1 1/4 pounds of staples or nails will apply 16 sq. yds. of lath.



METAL LATH STAPLES

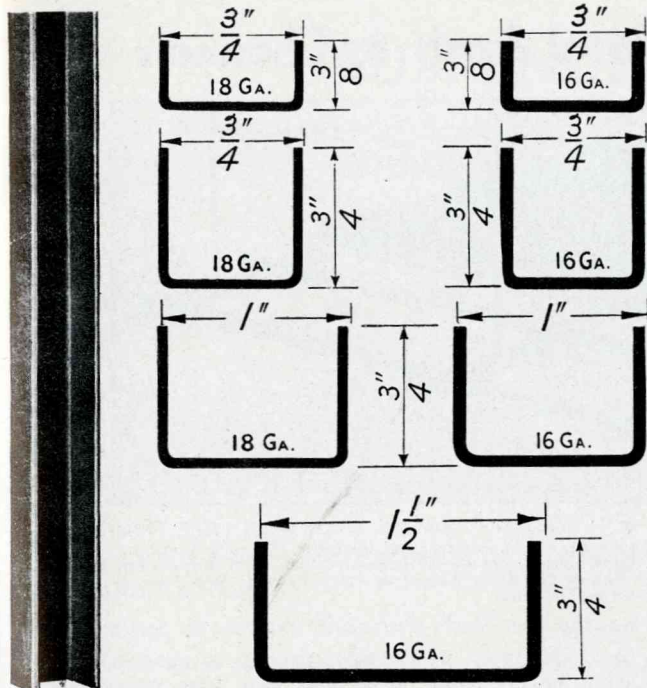
No. 1058—(No. 14 Coppered Wire).

METAL LATH NAILS

Large Head 1 1/4".

No. 1059A—Galvanized.

B—Plain Wire.



Size	Leg	Gauge	Approx. Weight Per 100 Feet	Stocks Lengths
3/4"	3/8"	18	24 lbs.	20 ft.
3/4"	3/8"	16	29 lbs.	20 ft.
3/4"	3/4"	18	33 lbs.	20 ft.
3/4"	3/4"	16	43 lbs.	20 ft.
1"	3/4"	18	40 lbs.	20 ft.
1"	3/4"	16	49 lbs.	20 ft.
1 1/2"	3/4"	16	60 lbs.	20 ft.

PEDLAR'S Cold Rolled Steel Channels

(Painted with one shop coat of Red Oxide)

Illustrations show actual size and thickness of channels.

Erection Cost:—The wide flange of Box Channels insures absolute stability against overturning during erection. This means rapidity and economy of erection.

Strength:—A greater percentage of metal in the flange rather than in the web makes Box Channels far stronger and more rigid than other furring channels of the same weight.

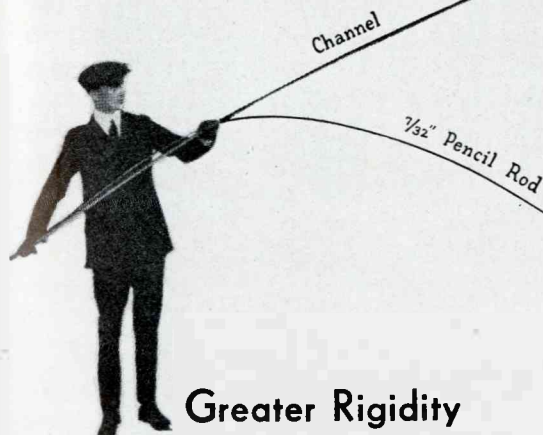
Uniform Ground:—When erected, as shown below, lateral sagging of Box Channels cannot occur.

This means a smooth, even, rigid plastering base.

Specifications:—The detailed diagram below shows a graphic representation of recommended ceiling construction with Pedlar's Channels for runners, Box Channels for furring and Pedlar's 3 lb. Plaster-Saving Lath for plaster reinforcement.

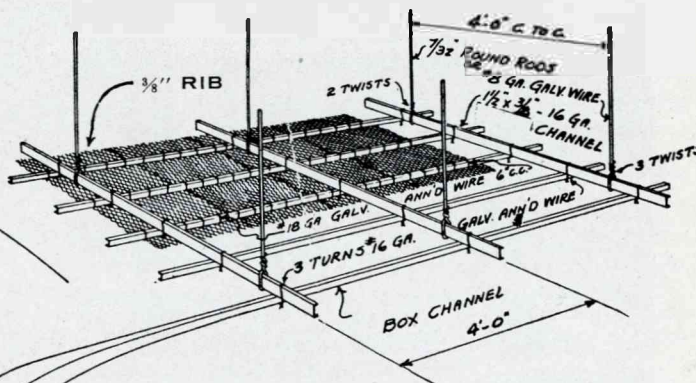
Data:—Box Channel is carried in stock packed 20 pieces to the bundle, in lengths 20 feet, but any special lengths can be supplied on order.

For Suspended Ceilings



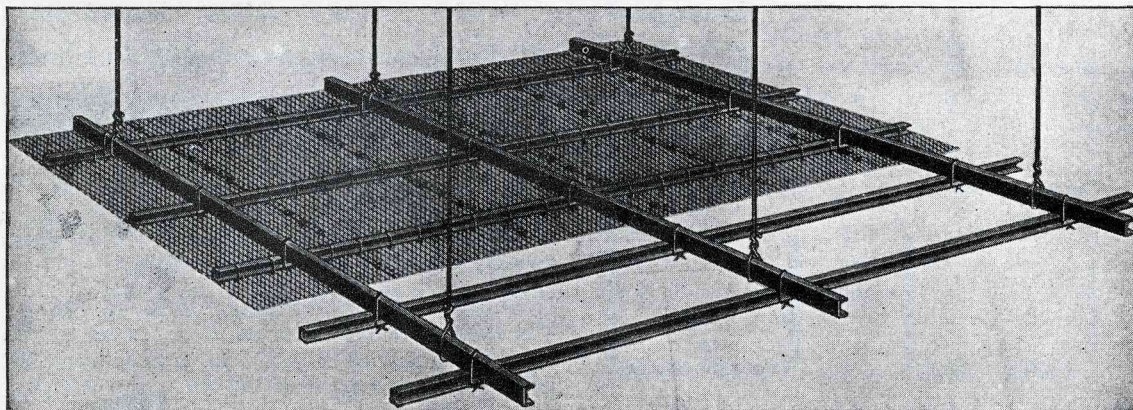
Greater Rigidity

This photograph shows graphically the great difference in rigidity between Pedlar's Channel and ordinary pencil rod. Both Channel and pencil rod shown are twelve foot lengths. The rigidity of Pedlar's Channel gives greater ease in handling both before and during erection, in addition to making possible wider spans which bring further economies in erection costs.



Box Channel marks a new era in furring channel. It was definitely designed to satisfy demand for a furring channel that will not turn over during erection, or buckle when applying plaster.

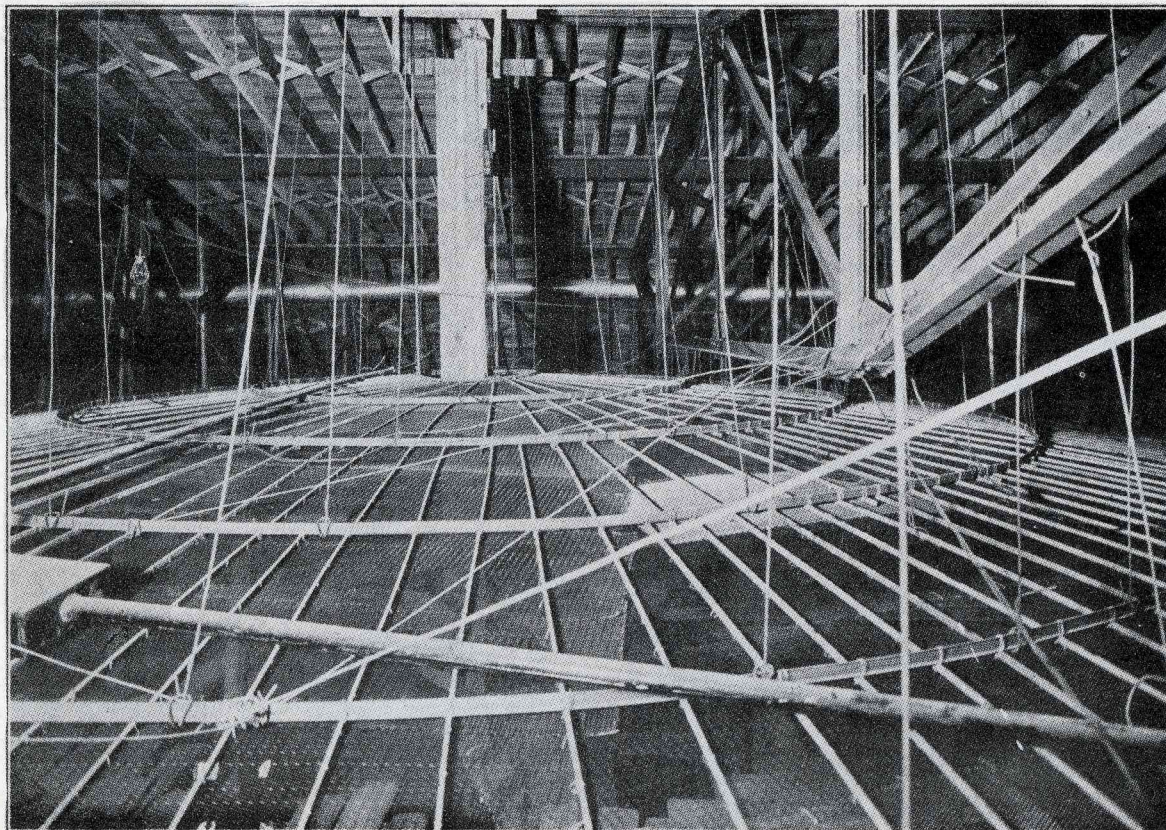
Suspended Ceilings of Metal Lath & Channels



For suspended ceilings Pedlar's Plaster Saving or Superior Rib Metal Lath are highly practical and efficient. Flat steel hangers 1 in. by $\frac{1}{8}$ in., or $\frac{1}{4}$ -in. round steel hangers, spaced not to exceed 4 ft. apart, attached to the floor construction, form the support, from which is suspended framing, made up of $1\frac{1}{2}$ -in. Pedlar's Steel Runner Channels crossed by $\frac{3}{4}$ -in. Pedlar's Steel Furring Box Channels and tied with No. 16 Wire.

Ceilings have become an important factor in the construction of hotels, theatres, churches, banks, auditoriums and similar constructions. For this type of construction the simplest and most economical method is to erect a supporting frame of Pedlar's Channels for the metal lath plaster base. The use for this purpose of these surprisingly strong and rigid channels means an immense saving in dead weight.

ORNAMENTAL PLASTERING:—For ornamental plastering, fancy plaster mouldings and false ornamental beams, Pedlar's Channels and Pedlar's Expanded Metal Lath form an ideal combination. The channels can be easily formed on the job to the required shapes. They are then fastened to the walls or the under side of the floor by the same method as that used for Suspended Ceilings.



This illustration shows the application of Pedlar's Channels and Pedlar's Metal Lath in the construction of suspended ceilings.

SUSPENDED CEILINGS

Suspended Below the Soffit of Steel or Concrete Beams or Purlins or Concrete or Hollow Tile Floor Arches

HANGERS:

The minimum size for hangers shall be No. 9 gauge galvanized wire or $\frac{3}{4}$ inch by $\frac{1}{8}$ inch band iron.

Hangers shall be spaced not to exceed 4 feet center to center in both directions.

RUNNER CHANNELS:

Runner channels shall be not less than $1\frac{1}{2}$ inch cold or hot rolled channels or angles of equivalent strength.

Spacing of runner channels shall not exceed 4 feet center to center.

FURRING CHANNELS:

Furring channels shall be not less than $\frac{3}{4}$ inch hot or cold rolled channels.

Spacing of furring channels shall be in accordance with weight of lath used and as specified hereinafter.

WEIGHTS OF METAL LATH:

Where furring channels are spaced 12 inches on centers use expanded metal lath weighing not less than 3 lbs. per square yard or $\frac{3}{8}$ inch rib lath weighing not less than 2.5 lbs. per square yard. For furring channels spaced over 12 inches and up to 16 inches use $\frac{3}{8}$ inch rib lath weighing not less than 3 lbs. per square yard.

TIE WIRE:

Tie wire for securing furring channels to runner channels by saddle tying shall be not less than No. 18 gauge galvanized wire.

Tie wire for securing metal lath to furring channels shall be not less than No. 18 gauge galvanized wire.

ERECTION OF CHANNEL FRAME:

Upper ends of hangers of wire or flats shall be of sufficient length to wrap twice around beams or provide a suitable anchorage in the concrete or tile. Where steel beams or purlins are not more than 4 feet center to center, hangers

may be attached directly to them. When hangers are hung from concrete beams or arches, the hangers shall be placed before concrete is poured. When ceilings are hung from terra cotta floors, hangers shall be installed after the tile is in place. A hole shall be bored in the underside of the tile and the hanger inserted and securely anchored with either a cross piece of steel rod or toggle bolt.

Lower ends of wire hangers shall be of sufficient length to wrap twice around the runner channels and be given three twists around itself.

Lower ends of flat band iron hangers shall be bent at right angles to support the runner channel and all securely wired together with tie wire.

Runner channels shall conform to the contour of the ceiling and be securely attached to the hangers as hereinbefore specified.

Furring channels shall be erected at right angles to the runner channels and be securely wired to same by not less than three turns of tie wire at each crossing.

ERECTION OF METAL LATH:

Metal lath shall be applied with the long dimension of the sheet across the furring channel.

Sheets shall be wired to the furring channels at intervals not exceeding 6 inches and a tie shall always occur where sides of sheets lap at channels. There shall be one tie on side laps half-way between channels.

If Paper Back Lath is used, Pronged Channels are supplied (Page 190).

Lath shall be lapped at sides not less than $\frac{1}{2}$ inch and at ends not less than 1 inch. End laps should occur only over furring channels, if between the sheets shall be securely laced with No. 18 gauge galvanized wire.

Rib lath shall be lapped at sides by nesting outside ribs and at ends 1 inch.

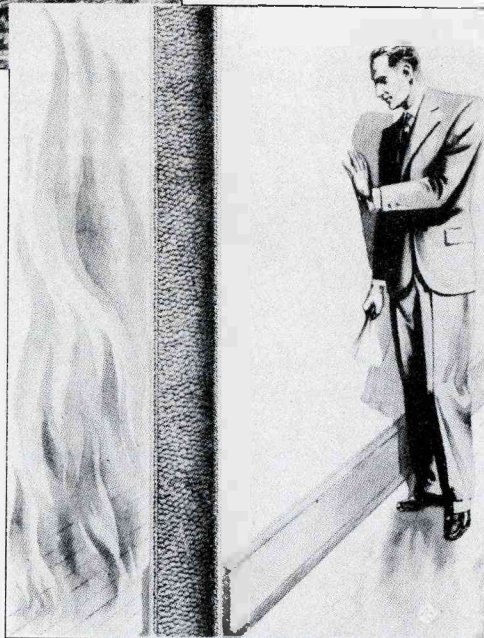
Safety from Fire

The degree of fire resistance of various materials is only determined accurately by laboratory tests. In actual fires there is no way to determine how hot the walls and ceilings become nor just what resistance is required to prevent spread of the fire. In laboratories equipped for fire tests, the temperature of the panels is accurately measured at every stage of the exposure.

Highest authorities in the fire prevention field have accorded Metal Lath and plaster the full One-Hour fire protection rating. This means that walls and ceilings of Metal Lath and plaster used on ordinary construction (wood studs and wood joisted floors) have permanent built-in fire protection to safeguard life and property.



Tough on the kids. Little John Barbaro rescued his pet dog from the fire when the above building burned. One man perished in this fire. This picture shows the importance of using Metal Lath under and around all stairs and hallways. Tragedy follows when these means of exit are cut off by fire.



The picture to the left shows Metal Lath and plaster acting as a barrier to prevent the spread of fire. In standard tests, a fire which reached 1,750 degrees raged for 75 minutes on one side of the partition, yet the surface on the opposite side remained cool enough for one to lay his hand on it without discomfort.

Summer resorts and farm houses, far removed from fire fighting apparatus, especially need the built-in fire protection of Metal Lath and plaster. It retards fires long enough for occupants to escape, and the fire department to arrive.



Metal Lath and Plaster Minimize Fire Hazards

METAL LATH PROTECTED WOOD STUDS AND JOISTS RECEIVE ONE-HOUR RATING:

Space permits only brief mention of the 1-hour rating granted by the Underwriters' Laboratories to wood stud partitions when protected each side by $\frac{3}{4}$ -inch of gypsum plaster applied on metal lath. This rating applies to both bearing and non-bearing partitions and is the highest rating accorded by the Underwriters for any combination of wood studs and plaster protection. This construction is required by building codes as a protection in many types of non-fireproof buildings. It is the most economical form of bearing partition, presents no special construction problems and is recommended as an ideal combination for use with non-bearing solid metal lath partitions. For low cost construction, both are recommended for use with wood joisted floors which have also received the Underwriter's 1-hour rating when protected by metal lath and plaster ceilings.

Photo on the right shows a stairway completely destroyed by a recent fire in Toronto, Ont. Note that combustible lath had been used to enclose the only means of exit from the second storey. Had metal lath and plaster been employed, not one life would have been endangered and the damage to the building would have been much less.

STAIR WELLS AND CEILINGS:

Nowhere is the fire hazard as great as around stair wells and furnace rooms and for this reason those portions of the structure should be amply protected.

Many examples of disastrous fires are on record where an unprotected stair well has meant loss of life or serious injury to occupants of upper floors. Not only the enclosing walls should be constructed of fire-resisting materials but the soffits of stairs should also be protected against fire by the use of metal lath and plaster.

Approximately 90 per cent. of all fires originate inside a building and the greater number of these conflagrations start at the heating plant. A furnace room completely enclosed with metal lath and plaster walls and ceiling will provide an effective stop for a fire originating at that point. It is particularly recommended that the ceiling over heating plant be protected with metal lath and plaster.

Garages attached to residences are another form of fire hazard and too much stress cannot be placed on the importance of guarding against fire originating at that point. Many building codes throughout the Dominion require that all ceilings and walls around attached garages be protected with metal lath and plaster. This is particularly important where living rooms are situated over the garage. A garage protected in this manner will provide ample time for the exit of occupants and will lessen the damage to structural members from fire.

FRAME STRUCTURES:

Stucco on metal lath over frame dwellings will provide a fire-resisting construction particularly suitable for the congested areas as well as rural districts.

FOR SAFETY SAKE

Specify . . .

PEDLAR'S METAL LATH

Reinforced Portland cement stucco forms a concrete covering for the combustible wood framing timbers, thereby protecting them from fires originating in other buildings. Such construction forms absolute protection for the farm dwelling exposed to conflagrations starting in barns and outbuildings.



On July 17, 1914, Professor MacGregor made a test on $2\frac{1}{4}$ -inch portland cement and metal lath plaster construction. After 3 hours of fire test the partition was subjected to a water test. No fire, smoke or water came through and it was accordingly given a 3-hour rating—the only construction other than heavy masonry to be accorded so high a rating.

METAL LATH UNDER THE BAPTISM OF CONFLAGRATION:

Not only under laboratory conditions but in the strenuous test of exposure in all sorts of fires have metal lath partitions demonstrated their remarkable endurance. Examples without number can be cited in which metal lath partitions have been commended by fire chiefs, insurance men and fire prevention authorities for having confined fires to the place of origin, or maintaining stairways and elevator shafts as safe havens of refuge and exit for occupants of buildings and of having prevented conflagrations.

Tragedy Reveals Fire Death Trap

Combustible Lath on Exit Walls is Tinder for Rooming House Blaze

After the blaze had been subdued, a trim-looking brick rooming house outwardly showed slight damage; yet three roomers had perished.

The building was erected about 45 years ago as an apartment house, with two seven-room flats on each of the three above-ground floors. A 12-inch brick wall dividing the structure is interrupted near the front by the stair well, so placed that one stairway serves both sides of the building. The entire building was finished with plaster over wood lath.

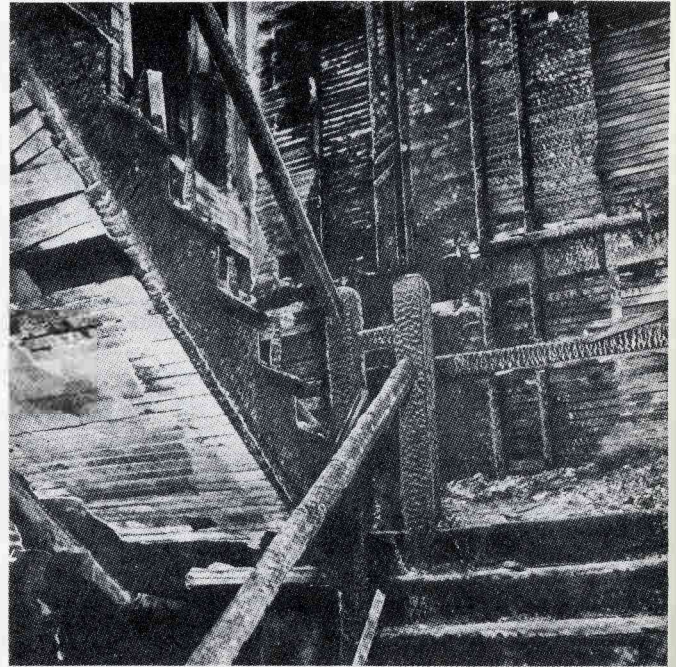
Presumably starting from a lighted cigarette dropped on a stair landing by a late-arriving roomer, the blaze was quickly communicated to and fed by the wood lath of the walls of the stair well and of the narrow hall on the upper floor. Thus, even before the alarm was sounded, the principal exit was cut off.

Experience gained from many similar fires and confirmed at recognized testing laboratories demonstrates that combustible lath and plaster won't retard fire beyond a few minutes. Very quickly the wood lath adds tinder to the flames.

Thus again attention is called to the fact that many buildings, still structurally sound and in serviceable repair, are potential death traps—yet, year after year goes by and they continue to escape condemnation. Masonry exteriors belie the danger of unprotected wood interiors. Such buildings—and there are hundreds of thousands of them—may be found in almost every city.

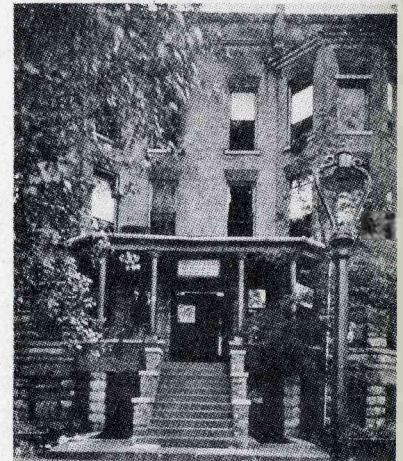
However, much can be done to alleviate such conditions. As a case in point, the New York Tenement House Act—adopted over objections of many landlords who claimed it would be confiscatory—requires replacement of all wood lath around stairways and other exits with fire-protected construction, such as gypsum or portland cement plaster over Metal Lath. Similar precautions, if required and enforced in other cities, would prevent many fatalities each year.

This follows because hundreds of fire experiences, extending over many years, have demonstrated that plaster over Metal Lath on wood studding will resist and retard fire to a remarkable degree—well over one hour. Scientific tests confirm these experiences. Hazardous exits can be made safe at small cost with Metal Lath.

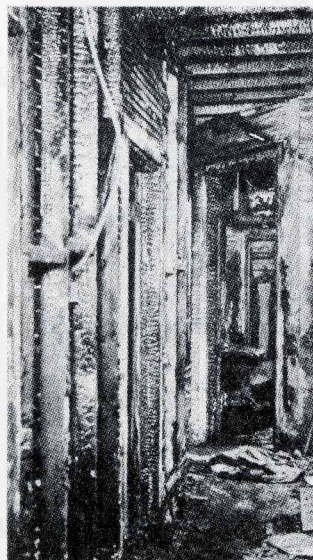


Above—Starting on this landing, fire raced up the wood-lathed walls, snuffing out three lives before being quenched.

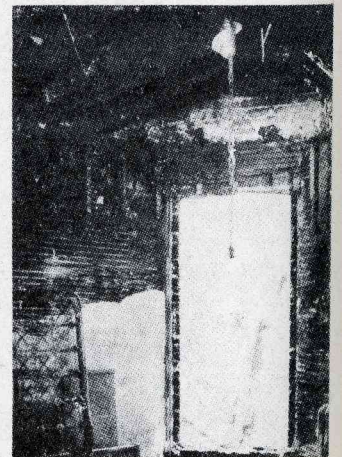
Right—Small trace here of fatal blaze. Sturdy brick exteriors very often belie unsafe wooden interiors.



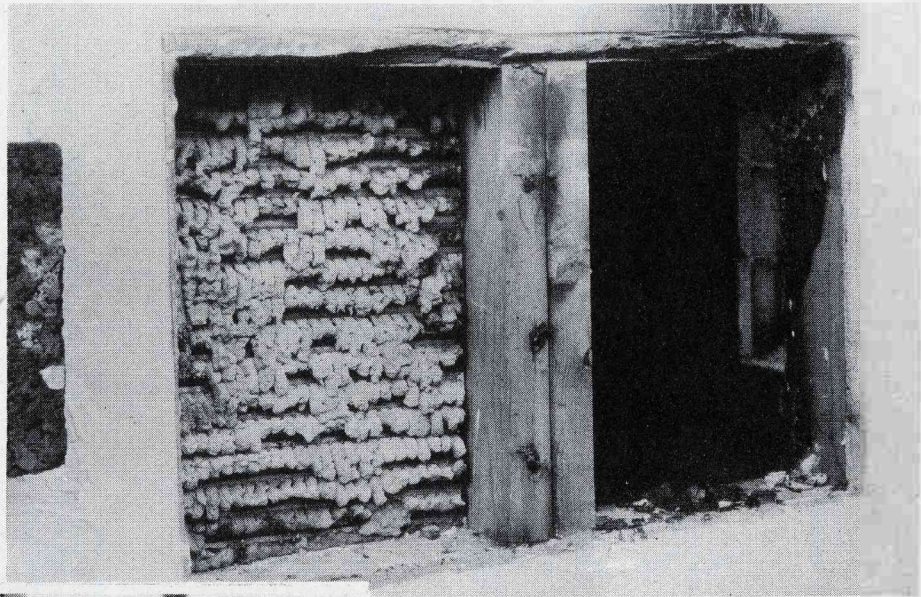
Below—Wood-lathed walls soon made inferno of this hall, cutting off escape. One body was found here.



Below—A wood-lathed ceiling fed the mushrooming fire, causing one death here.



Actual Tests Offer Convincing Proof of Superiority of Metal Lath over Substitute Materials



Above photo was taken one hour after the fire had been in progress in test chamber.

Metal Lath and plaster were intact, and studs were only stained with smoke at end of 60 minutes.

Substitute material with plaster was completely consumed and studs burning at end of 42 minutes.

Protection of ceiling joist and structural steel is also of greatest importance as indicated in photo on the left showing the complete destruction of the substitute type of ceiling in the test chamber. The fire broke through that type of ceiling in 53 minutes while the metal lath and plaster half was still intact at the end of the test.

Upper left of picture shows Metal Lath and plaster intact—substitute material on right completely destroyed.

Fireproof partitions of metal lath and plaster prevent spread of fire horizontally through a storey while metal lath and plaster ceilings prevent the fire from communicating vertically from one floor to another.

Pedlar's "Holosteel" Studs

for Hollow Fireproof Partitions

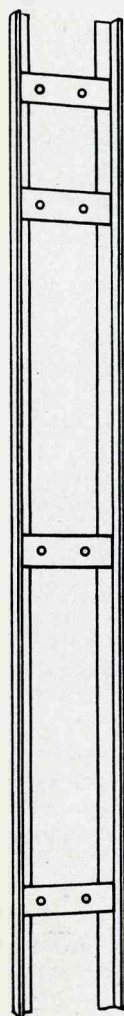


Fig. 1

Cross bracing is securely spot welded to the uprights.

Note double braces at top to retain rigidity, when necessary to cut length down to pass obstructions above ceiling line.

NAIL HOLES IN BRACES serve to secure door bucks and grounds in place.

This new type of Studding has been designed to meet the need for an inexpensive fireproof partition wall of the non-bearing type, and is particularly suitable for modern apartments, office buildings, schools, hospitals, hotels and also residences in restricted fire areas.

Its open construction permits the passage and concealment of piping or electric wiring.

Where sound proofing is required, any suitable material is quickly placed in position.

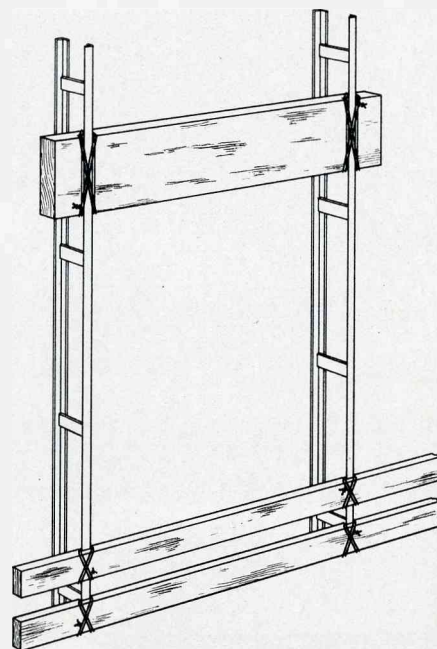
—Simple Erection—

The ease of erection can be noted from the illustrations.

A chalk line on the floor slab marks the line of partition.

Stud centres and door openings are marked.

The Studding should be set from 12" to 24" centres, according to weight and type of Metal Lath to be used.



Above illustration shows grounds placed in readiness for receiving baseboard and erection of plumbing fixtures.

No expensive connections necessary.

HOLOSTEEL STUDDING can be used as RUNNER CHANNEL as well as STUDDING.

Shallow holes from $\frac{1}{2}$ " to $\frac{3}{4}$ " deep are drilled or chipped in the floor slab to receive the ends of the Studding which is then set in position.

After lining up and plumbing, the top ends are wired or clipped to the ceiling supports and the bottom ends grouted in.

The partition is then ready for the erection of grounds and any work of the Mechanical Trades before the Metal Lath is erected.

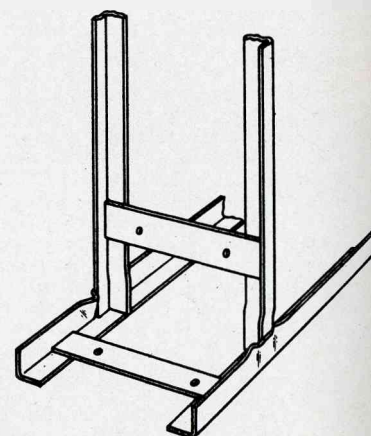


Fig. 2

Shows foot of Stud in Runner Channels. Note peening on each side of upright sections to prevent any movement. Nail holes provided for nailing section to the floor.

Catalogue Number	Size	Gauge	Description	Lengths
1100A	2"	18	Painted Black	8 ft. 9 in., 9 ft. 3 in.
B		16	"	
C	3"	18	"	
D		16	"	
E	4"	18	"	Other widths up to 12' and lengths up to 12'
F		16	"	can be made up for special orders.

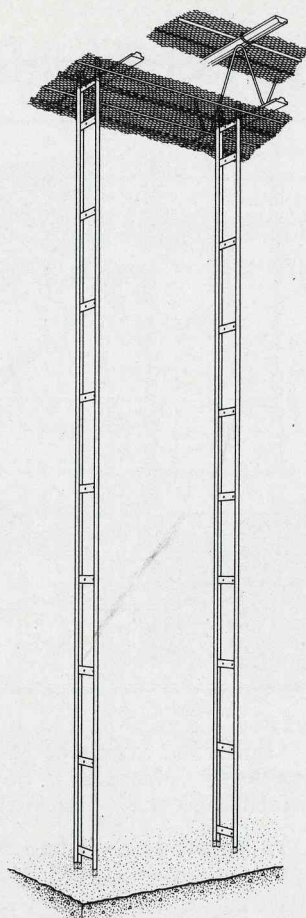


Fig. 4.

"Holosteel" Stud erected in position, and ready for Mechanical Trades, and placing of grounds before the Metal Lath is attached.

UNDER CONDITIONS OF AVERAGE USE, TWO-INCH SOLID PARTITIONS ARE FOUND EFFECTIVELY SOUND-INSULATIVE:

Because the ear cannot distinguish sounds of low intensity in the presence of louder ones—such as noises of street traffic, typewriters, etc.—sounds of sufficient intensity to be easily heard in a quiet place are "drowned" on a noisy downtown corner. Thus a partition in a quiet residence section may permit ordinary conversation to be heard in an adjoining room and the partition classed as unsatisfactory for this occupancy and locality. But under other conditions such as in an average downtown office or hotel with the din of street noises, typewriters and what not, conversation on the other side of the same type of partition would be wholly inaudible and the partition considered as very satisfactory. Therefore, the type of occupancy and locality must be considered in determining whether a partition is a satisfactory sound insulator.

While none of the commonly used partitions will shut out a very loud noise, most of them are satisfactory under prevailing noise conditions in most communities, and though not capable of reducing average conversations and radio to the point of total inaudibility nevertheless will lower them to a point where they are not annoying to adjoining tenants. Therefore, this group of partitions, of which the two-inch solid metal lath and plaster construction may be considered typical, is considered satisfactory for use in offices, hotels, apartments, hospitals, etc.

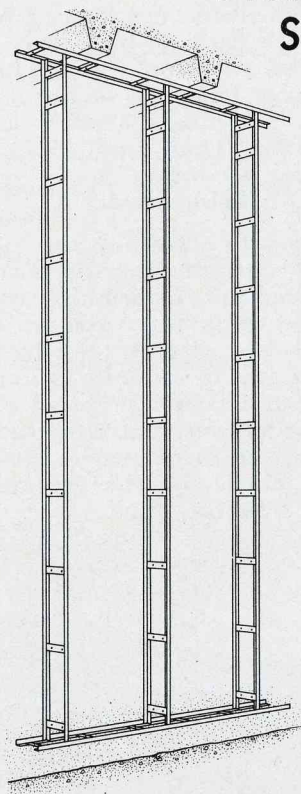


Fig. 5.

Above Illustration shows the Runner Channels at top and bottom.

Pedlar's "Perfect" Channel Studs for Hollow Fireproof Partitions

This form of Hollow Fireproof Partition is a superior stud for the following reasons.—

- (1) It is made from one piece of heavy sheet metal, thereby insuring strength and rigidity.
- (2) Being in one piece, it is easily placed in position.
- (3) The prongs are pressed out of the metal itself, and are a perfect fastener for the metal lath.
- (4) The cost of applying Metal Lath to this form of stud is cheaper and quicker than by any other process.
- (5) The shape of the stud permits of pipes and wires being run through them, the stud being a perfect casing.
- (6) It requires no cross-bracing.
- (7) Shipped in 8 or 10-foot lengths. Ten-foot lengths always shipped unless otherwise ordered.
- (8) Painted in a dip coat of paint.

Cat. No.	Size	Gauge	Ship. Wt. 100 Ft.
1068A	1 1/2 Inches	18	60 lbs.
B	2 inches	18	67 lbs.
C	2 1/2 inches	18	75 lbs.
D	3 inches	18	85 lbs.
E	3 1/2 inches	18	92 lbs.
F	4 Inches	18	100 lbs.

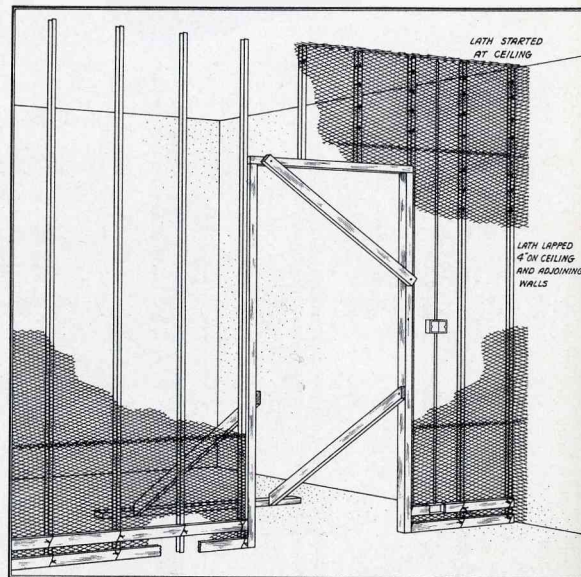
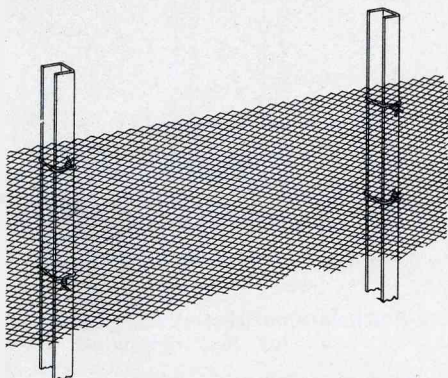


No. 1068
Top and
Bottom Sockets
used with this
Stud.

Solid Partitions with Pedlar's Metal Lath

Solid Plaster Partitions are formed by erecting a single row of Pedlar's $\frac{3}{4}$ -inch Box Channels along the required partition line. They can be erected with runner channels at top and bottom or by drilling or chipping a shallow hole in the concrete floor slab. They should be spaced at 12" to 24" centres according to the weight and type of Metal Lath being used.

After lining up and plumbing, the top ends are wired or clipped to the ceiling supports and the bottom ends grouted in. Door bucks and grounds for electrical and plumbing fixtures and baseboards are fastened in place by wiring or nailing and the Metal Lath is securely wired to the channels. A scratch coat is applied to the lath side, a backing-up plaster coat is spread over the channel side, and the third coat is finally spread on the lath side, flush with the grounds making a solid partition 2 inches thick.



Solid Partitions of Metal Lath and properly plastered, have definitely established their practicability—

- (1) Thoroughly Firesafe.
- (2) Effective Sound Barriers.
- (3) Economical and Light in Weight.
- (4) Immune to Cracking.
- (5) Space Savers.

Space Saving Voted of Greatest Importance

Results of a nation-wide survey among Architects, Builders and Investors reveal that because of Financial Considerations, space saving is the one factor deemed of greatest importance.

TWO-INCH SOLID METAL LATH PARTITIONS QUALIFY FOR FULL 2-HOUR STANDARD FIRE RATING

Recent Standard Fire Test of American Society of Testing Materials gave full 2-hour Standard fire rating to 2-inch solid partitions constructed of Expanded Metal Lath and Steel Channel Studs plastered. The tests included both fire endurance and also a fire and hose stream test.

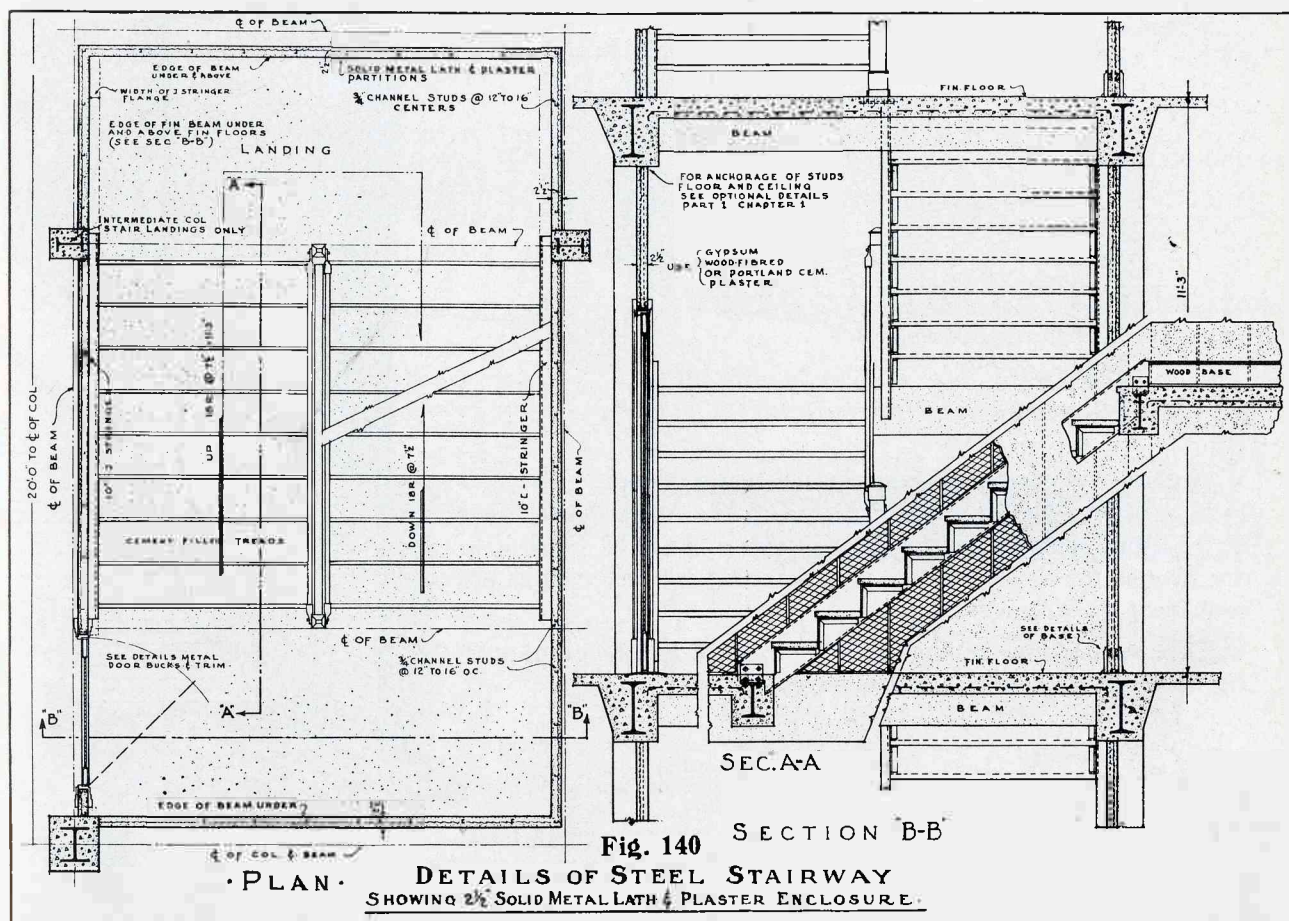
This 2-inch partition remained as an effective fire barrier resisting heat of terrific temperatures and the passage of flame or smoke without failure for over 4 hours, when the test was concluded.

Temperature in the testing furnace was 2,000°F. which is higher than the melting point of glass and common brick.

WHAT SPACE SAVING PARTITIONS ACCOMPLISH

- (1) Saving of several inches in thickness for each lineal foot of partition permits enlarging room areas and the net useable space in the structure by as much as seven per cent.
- (2) Redesign or rearrangement of the floor layout so as to concentrate this space saving and obtain more rooms or more liveableness in the original layout.
- (3) Increased income is realized if increased useable floor area is fully utilized.
- (4) Construction costs may be reduced by retaining the original intended net useable floor area, exclusive of space occupied by partition, and reducing gross cubical contents of the building by use of the shallow partitions in place of thick partitions.

Solid Partitions with Pedlar's Metal Lath



There are hundreds of uses for 2-inch Metal Lath partitions, some of which include—Stairshaft Enclosures (above), Elevator Enclosures, Factory Partitions and Motion Picture Booths.

The above drawing shows the most satisfactory way of building a fireproof enclosure for

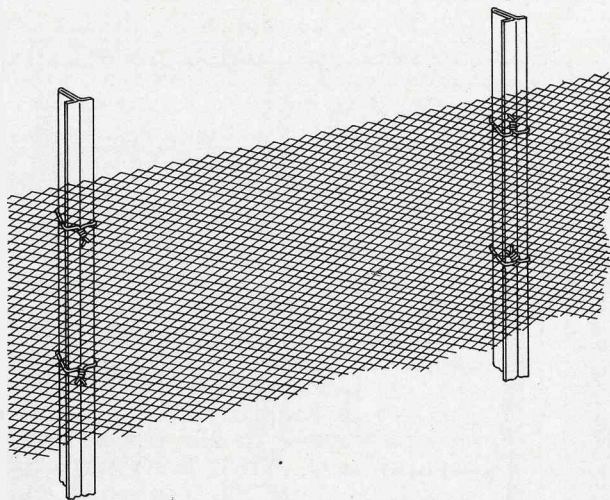
stairwells at minimum expense. Solid Metal Lath and plaster was used. Note that this partition, made 2 1/2" thick for this use to provide safety in fire, can be run from floor to ceiling independently of the stair construction, or where it is desirable to make stair stringer flush with partition, it can be framed into the channel stair stringer from above and below.

Motion Picture Booths

All building codes require that motion picture booths because of the great hazard of exploding film be built of fireproof and explosion-proof construction. Metal Lath construction is specially recognized as suitable for

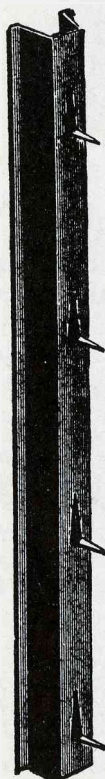
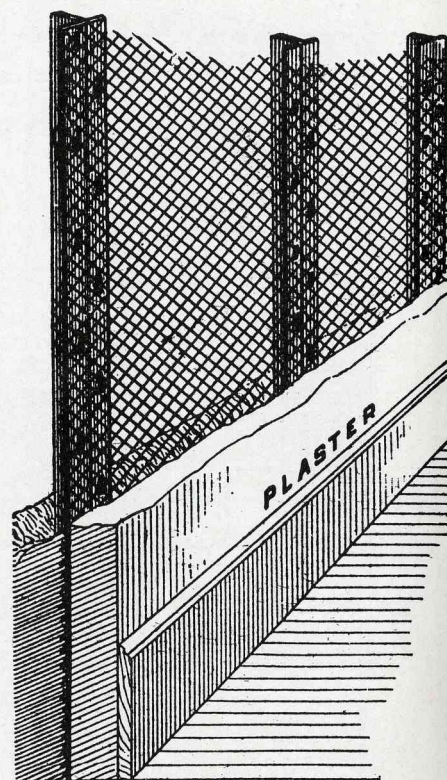
this use. Thousands have been built of solid metal lath and plaster. Maximum safety with minimum weight and moderate cost are thus assured.

Pedlar's "T" Stud for Solid Partitions



Pedlar's "T" Stud can be supplied in two styles. The illustration above shows the "T" Stud with the Metal Lath wired in position, while on the right is shown the "T" Stud with the prongs for attaching the lath, after which the prongs are bent back making a rigid job.

Top and Bottom Sockets provide a quick means of anchoring the Stud, and ensure a true partition.



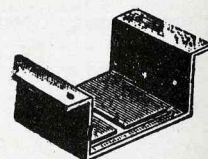
Cat. No.	Size	Gauge	Ship. Wt.	Standard Lengths	Kind
1070A	$\frac{3}{4}$ "	18	45 lbs. 100 ft.	10 feet	Ptd. Red
1070B	$1\frac{1}{4}$ "	18	60 lbs. 100 ft.	10 feet	Ptd. Red

PEDLAR'S STEEL FURRING STRIP

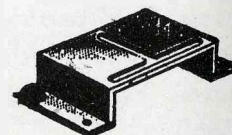
For use with Brick, Stone or Wood Walls and Ceilings.

Standard Lengths of 10 Feet.

Cat. No.	Size	Gauge	Kind	Shipping Weight
1080A	$\frac{3}{4}$ "	20	Ptd. Red	35 lbs. 100 ft.
	$\frac{3}{4}$ "	18	Ptd. Red	45 lbs. 100 ft.
1080B	2"	20	Ptd. Red	80 lbs. 100 ft.
	2"	18	Ptd. Red	100 lbs. 100 ft.



Top Socket

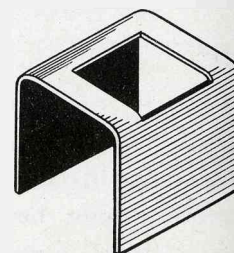


Bottom Socket

CHANNEL CLIPS

Used in attaching Channels to 1" Beams.

Cat. No.	Size	Gauge	Kind	Shipping Weight
1096A	$\frac{3}{4}$ "	14	Ptd. Red	12 lbs. per 100
1096B	1"	14	Ptd. Red	15 lbs. per 100

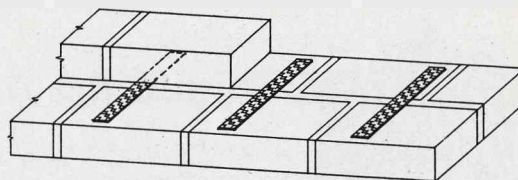


No. 1096

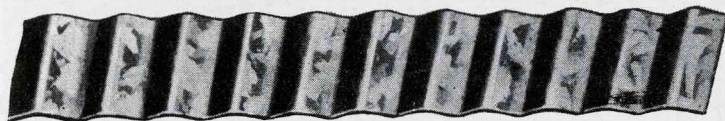
Pedlar's Wall Ties and Wall Plugs



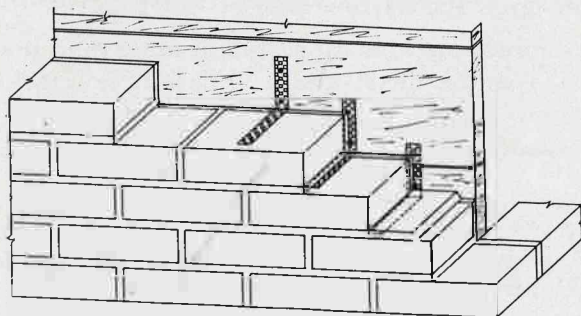
No. 1112B—Solid Tie, Ptd. Red. 500 in Carton.
D—Solid Tie, Galv. (Light), 500 in Carton.
D—Solid Tie, Galv. (Heavy), 500 in Carton.



No. 1112B & D.
Showing how these Ties are used in solid brick.
Size—1" wide x 8" long.



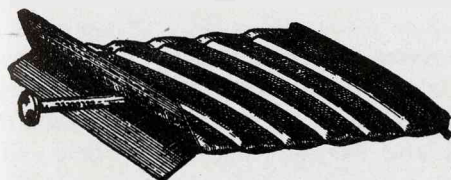
No. 1114—Solid Tie, Galv., 1000 in Carton. Size 1" wide x 8" long.



No. 1112A—Veneer Tie, Ptd., 500 in carton.
C—Veneer Tie, Galv., 500 in carton.
Size 1" wide x 4½" long.
For use with Brick Veneer Walls.



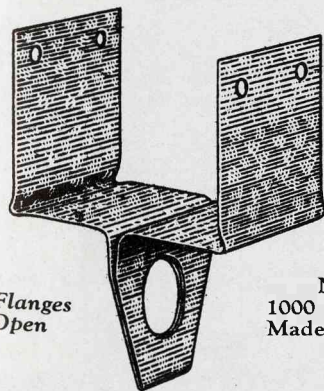
Showing how No. 1112A & C Ties form a binder between sheathing and brick veneer.



No. 1115A—Ptd. Wall Plug, 500 in Carton.
B—Galv. Wall Plug, 500 in Carton.

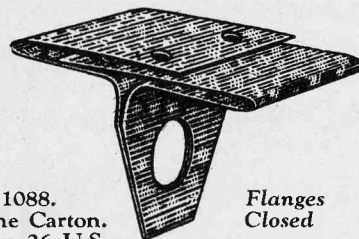
Opening large enough for 3 inch nail.
Standard nailing base for interior finish
in brick and concrete construction.

Wall Plugs

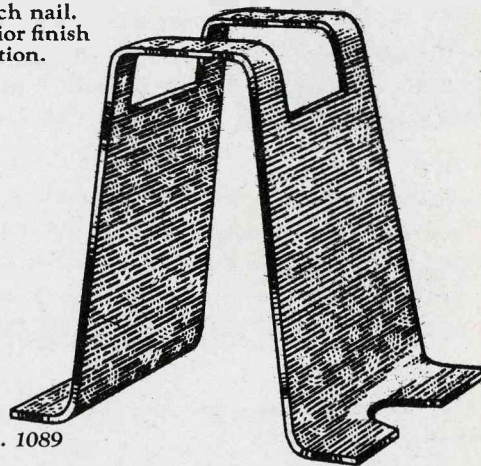


Flanges
Open

No. 1088.
1000 to the Carton.
Made from 26 U.S.
Gauge.



Flanges
Closed



No. 1089

Pedlar's Sleeper Clips

Pedlar's Perfect "Sleeper Clips" are designed to save labor and material when wood floors are placed on a concrete base. Sleeper Clips are inserted in the concrete slab when it is still green and are placed flush with its surface and are spaced on 16 or 18 inch centres each way.

This method insures accurate spacing of Sleepers without the necessity of filling with cinder concrete, thus saving materially in the dead load of the floor slabs as well as in materials and labor.

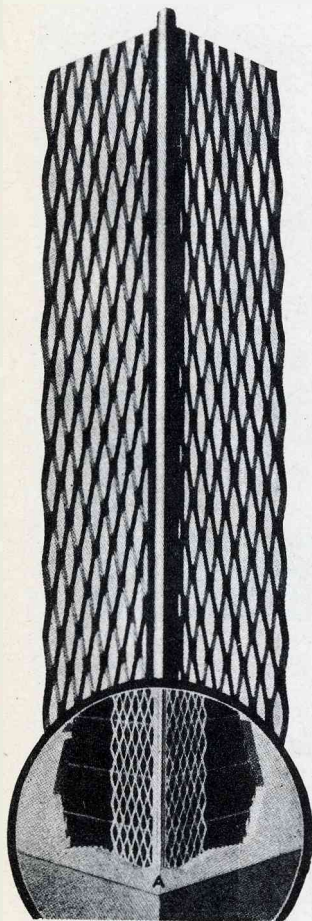
Pedlar's Reinforcing Chairs

Pedlar's "Perfect" Chairs, manufactured from heavy gauge sheet metal, as illustrated, are used to support reinforcing bars in the correct position in the forms in constructing reinforced concrete floor slabs, beams, etc. They prevent rods being displaced when concrete is poured and insure accuracy in locating all reinforcing so supported. Their design permits concrete to flow freely around the bar and chair, thereby completely embedding both, and avoiding the possibility of weakness, as is the case if a foreign substance is incorporated in the concrete.

Chairs spaced from thirty-six to sixty inch centres are sufficient for most jobs. They may be obtained in any height to space bars at the required position in the forms. Standard Sizes 1" to 12".

Pedlar's Pedex (Expanded) Metal Corner Bead

STYLE No. 1050



Simplifies the entire erection . . . it is easier to handle . . . effects big labor savings . . .

PEDEX Corner Bead with expanded metal wings . . . simplifies the entire erection, because its many openings provide more "nailing spots". This is important when working over tile or concrete. No other corner bead gives you wings of expanded metal mesh right up to the bead . . . a solid mass of plaster and metal strands right up to the narrow nose of PEDEX.

Corners and curves so reinforced are able to withstand more than the usual abuse. Shocks are distributed over the metal mesh. There is no cracking or chipping.

*For permanence . . . for beauty . . . and for lower costs . . . use **PEDEX** Corner Bead . . .*

A saving in erection costs results from the expansion mesh. There is no hunting for nail holes. PEDEX can be wired, nailed or stapled to any kind of construction . . . at lower cost.

The nose of PEDEX Corner Bead is narrower than usual, permitting an artistic arris. This is a big advantage. It is drawn like wire, assuring accuracy and precision in shape. Inner angles and exposed corners are permanently protected from tension cracks and bumps and made straight and true with PEDEX Corner Bead.

Send for sample section of PEDEX . . . and you will see why we say that it is in a class by itself . . . why we urge you to specify this modern Bead by name to be certain of securing the advantages offered by it alone.

Lengths—6 ft. to 12 ft.

Packed 100 pieces in a crate.

Shipping Weight—
235 Lbs. per 1000 Ft.

PEDEX CORNER BEAD can be Curved for Arches

The advantages over the older types of plastering accessories are apparent:

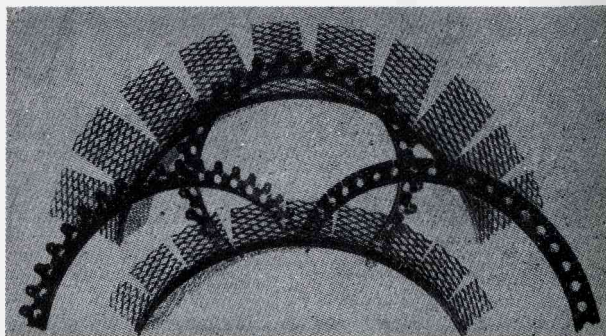
(1) The network of the expanded metal wings assures keying of the plaster close up to the base of the exposed metal member.

(2) There is a definite economy in labor due to the simplicity of erection—these products can be wired, stapled, nailed or spotted, as best adapted to the particular type of wall construction, without the use of clips.

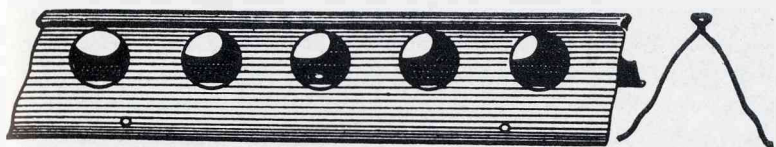
(3) The force of shocks or blows is dissipated by the network of expanded metal which prevents checking and cracking of plaster at these particularly vulnerable points.

(4) Once erected plumb and true, the Expansion Bead remains rigidly in place as a permanent plaster bond.

Plaster reinforcement around arch openings is very important, and contractors can be assured of an excellent job with Pedex Bead.



Pedlar's Perfect Metal Corner Bead



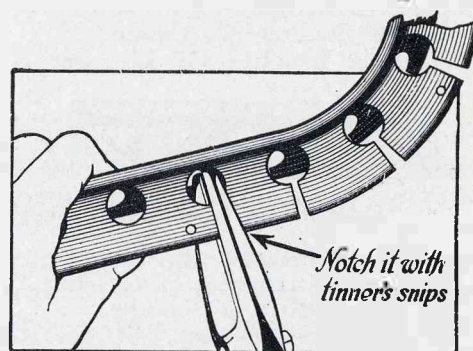
No. 1066—"Perfect" Corner Bead.

Pedlar's Steel Corner Beads are the most ingenious and satisfactory method ever evolved for making an indestructible plaster corner of perfect alignment. Made with improved flanges and forming an absolute key, they lock and bind the plaster and steel together into one solid piece—thereby insuring corners which will last as long as the building.

Because of their nature, Pedlar's Corner Beads prepare the corner and provide a guide for the plaster, making straight edges and plumb lines unnecessary—thus saving time and expense. Our Beads fit any depth of ground and by making true, sharp corners they preserve and add to the beauty of the decoration and increase the intrinsic value of any building.

Ideal for Every Job

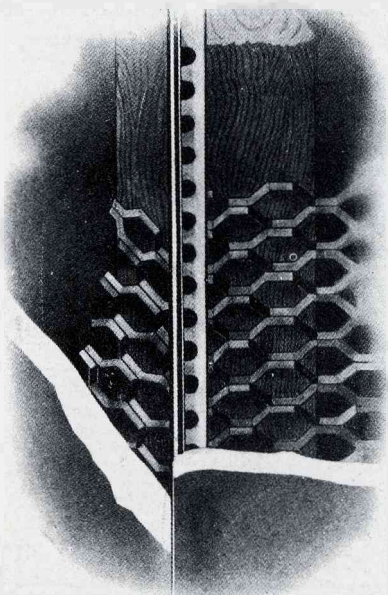
Pedlar's "Perfect" Corner Bead fills all corner bead requirements. As shown in the illustration, by simply notching it with a pair of tinner's snips, the bead can be quickly and easily curved to any radius for arches or ovals. This makes it very easy for a plasterer to do a difficult job, and eliminates guess work.



It is specially made so that it can be instantly spliced to any

desired length, and when finished, Pedlar's "Perfect" Corner Bead makes an absolute, invisible joint. Erection can be made at any desired distance from the wall, on wood, brick or hollow tile fire proofing, thus conforming to all the corner conditions that may exist in a building.

Used around windows, Pedlar's "Perfect" Corner Bead makes a fire-proof, sanitary and artistic finish that saves floor space and costs practically nothing in comparison with wood trim. Because of its many features, our Corner Bead has earned the unqualified endorsement of the leading Architects, Contractors and Builders in all parts of Canada.



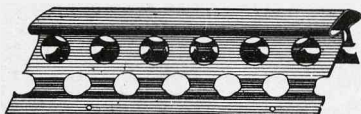
Easy to Erect

The erection of Pedlar's Steel Corner Bead is simplicity itself. Nailing holes are ready punched in the flanges, making erection very rapid. The illustration shows its application with Pedlar's Expanded Metal Lath, where the Bead is nailed direct to the studding.

No. 1066—Perfect Corner Bead. Packed 100 Pieces to the Crate. Standard Lengths—6 ft. to 12 ft.
Shipping Weight—205 Lbs. per 1000 Feet.

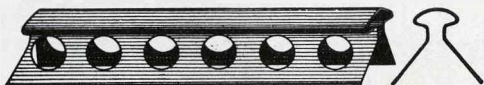
Pedlar's Bull Nose Metal Corner Beads

Any of our "Bull Nose" Corner Beads will comply with the most exacting specifications. They have been extensively used in hospitals, schools, railway stations, hotels, theatres and other large public buildings where plastered corners are subject to hard knocks and require extra strong reinforcing.



"SUPERIOR" CORNER BEAD

No. 1071—50 Pieces in Case.
Standard Lengths—6 Ft. to 10 Ft.
Size $\frac{5}{8}$ " Radius—24 Gauge.
Shipping Weight—520 Lbs. per 1000 Ft.



"IMPERIAL" CORNER BEAD

No. 1072—100 Pieces in Case.
Standard Lengths—6 Ft. to 10 Ft.
Size $\frac{5}{8}$ " Radius—24 Gauge.
Shipping Weight—260 Lbs. per 1000 Ft.



"GIANT" CORNER BEAD

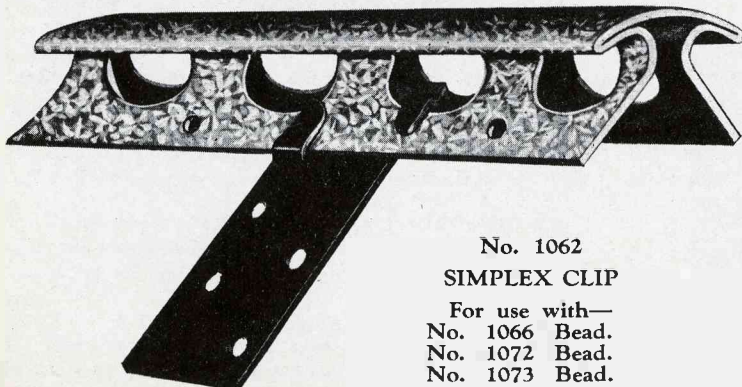
No. 1073—50 Pieces in Case.
Standard Lengths—6 Ft. to 10 Ft.
Size—1 $\frac{1}{2}$ " Radius.
Shipping Weight—500 Lbs. per 1000 Ft.

Pedlar's "Superior" Corner Bead is commonly known as the "Large Bull Nose" Bead, No. 1071. It is formed from heavy gauge galvanized sheets and has wide flanges with a double row of perforations allowing the plaster to bind on the inside of the bead. The wide flanges may be used either to allow the bead to project at any required distance from the corner or to protect the walls to a greater depth along each face.

Pedlar's "Imperial" or "Small Bull Nose" Corner Bead, No. 1072, is made from the same heavy gauge stock as our "Superior" Type but has smaller flanges with a single row of perforations.

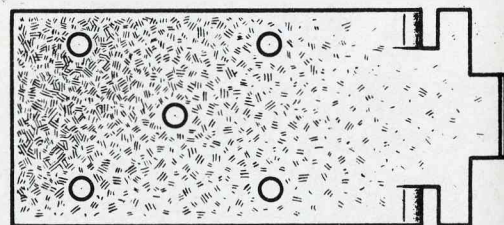
Pedlar's Giant Corner Bead, No. 1073, is designed chiefly for hospitals, theatres, public buildings and hotels.

Upon investigation, Architects, Contractors and Owners will prove for themselves that Pedlar's Steel Corner Bead adds no extra cost to a building. On the contrary, it effects distinct economies in erection to say nothing of the many savings in repairs that it makes for the owner. Since it is applicable to any job, it is of interest to every architect. Send to any of our branches for samples.



No. 1062
SIMPLEX CLIP

For use with—
No. 1066 Bead.
No. 1072 Bead.
No. 1073 Bead.

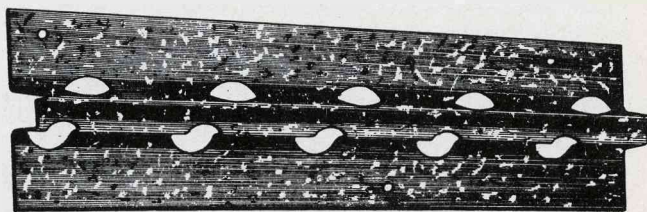


No. 1063—Perfect Clip
For use with No. 1066 Bead.

Pedlar's Base Grounds and Screeds

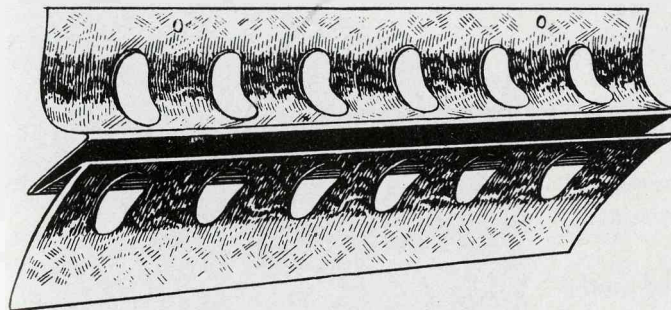
Pedlar's "Perfect" Base Screed fills a long felt need in making flush, permanent joints between concrete, tyle or composition floors and the wall. We recommend it for use wherever a sanitary, watertight flush joint is required. Especially suitable for hotels, theatres, lobbies, bathrooms and kitchens in private residences, etc.

Base Screed has perforations similar to those in our Corner Beads and permit the plaster or cement to completely embed the metal.



"Perfect" Base Screed

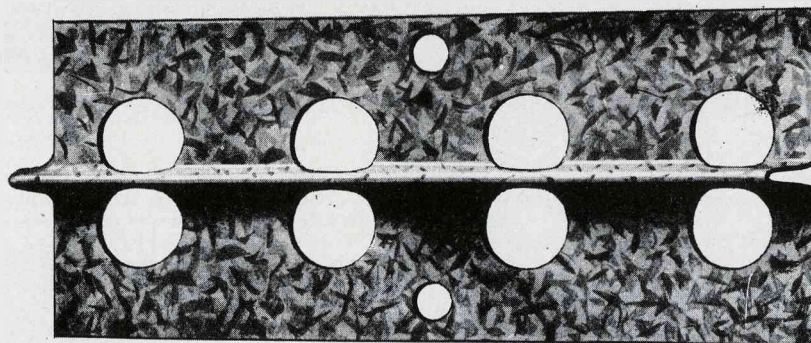
No. 1075—Standard Lengths—5 Ft. Packed 200 Pieces in a Crate. Shipping Weight—170 Lbs. per 1000 Ft.



"Perfect" Picture Mould

No. 1076—Standard Lengths—10 Ft. Packed 100 Pieces to a Crate. Shipping Weight—210 Lbs. per 1000 Ft.

Pedlar's "Perfect" Picture Mould forms the most up-to-date "Perfect" way of eliminating unsightly nails or hooks from plastered walls. By its use maps, charts, pictures, etc., may be readily and securely suspended without disfiguring the plaster surface. When necessary they may be easily moved to a new position on the wall without leaving any permanent marks.



Pedlar's Flush Bead

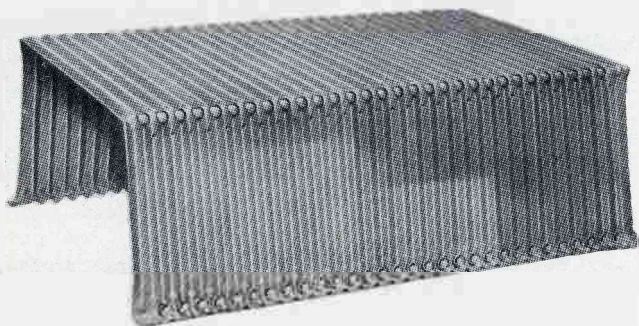
No. 1074—Standard Lengths—10 Ft. Packed 100 Pieces to a Crate. Shipping Weight—175 Lbs. per 1000 Ft.

These grounds form a permanent separation between two different plastic materials as in the case of terrazzo, composition or cement base and plaster. They are also used as a protecting border bead in the case of depressed or raised plaster panels.

They prevent contact between non-affiliating chemical constituents and therefore prevent staining.

They eliminate the necessity for temporary wood grounds and ninety per cent of the ordinary plaster patching.

Pedlar's Steel Floortyle



PERMANENT FLOORTYLE

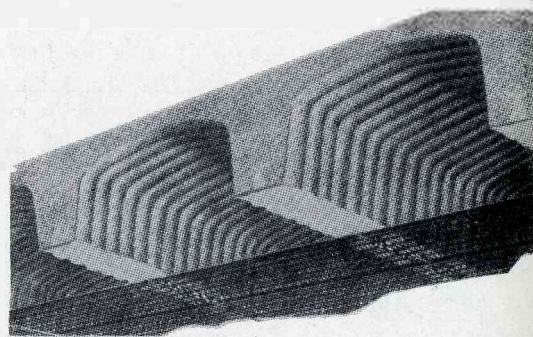
Made in depths of 4" up to 14" and standard widths of 20 inches.

Tapered Tyle supplied when necessary to increase the shear area adjoining beams or supports.

They provide economical, fire resistive, light weight, long span systems for constructing concrete floors and roofs.

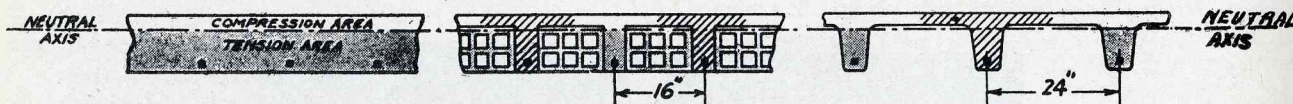
End Caps are supplied for both the Standard and Tapered Tyle.

Permanent Floortyle are light sheet metal moulds, die-formed on heavy presses to insure uniformity. They are made from black steel sheets of 28-26-24 gauges and stiffened by deep corrugations to withstand the weight of concrete being poured.



Above photograph shows Floortyle over Pedlar's Superior $\frac{3}{8}$ " Rib Lath.

The Three Stages in the Development of Long Span Fireproof Floors



Original Design—Solid Slab

Early Modification—Hollow Tile Filler

Modern Improved Design—Cored Slab

FIRST STAGE

The first efforts of engineers to use reinforced concrete for long span fireproof floors resulted in a solid concrete slab. In designing reinforced concrete the fundamental idea was to have the concrete take the compressive stresses and the steel the tensile stresses. But in this solid slab design the greater part of the concrete was below the neutral axis where there were no compressive stresses. (See gray area.) This concrete was, therefore, not working and only increased the dead load and consequently the amount of steel required.

SECOND STAGE

Engineers then said "Let us eliminate some of this 'dead' concrete by substituting hollow clay tile, which will be lighter than concrete and enable us to reduce the amount of reinforcing steel required." The resulting rows of hollow tile blocks, set four inches apart, served to cast a series of reinforced concrete T-beams which became the basis of the new design. (Note cross-hatched area.)

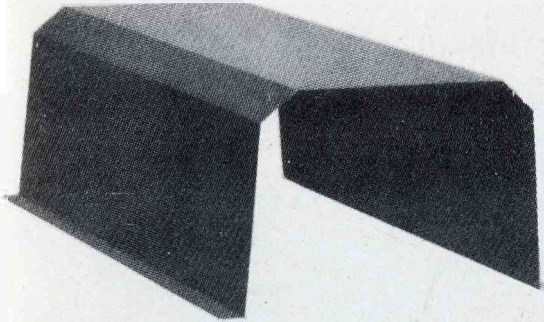
THIRD STAGE

Then engineers recognized that the hollow tile blocks acted simply as forms for casting the T-beams and once the concrete was set, these blocks might just as well be broken out, so far as the strength of the floor was concerned. Then engineers said "Let us use a steel core form made stiff by corrugating, but light enough so that its dead weight will be negligible." The result is Pedlar's Perfect Steel Floortyle type of construction by which the T-beams (see cross-hatched area) are spaced at 20 inch centres instead of 16 inches, as with hollow tile. This system eliminates a still greater amount of "dead" concrete below the neutral axis (see gray area.)

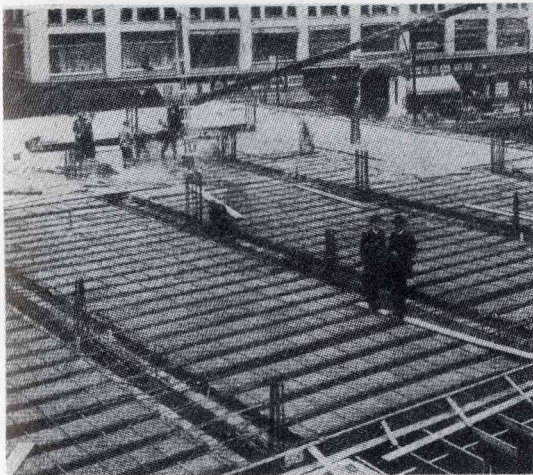
Floortyle for Suspended Ceilings

Floortyle are also adapted to Suspended Ceiling Construction. Before pouring, concrete hangers of required length are inserted into the joists to which the Cross Channels and Superior Rib Lath are suspended.

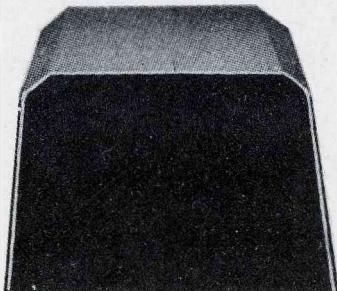
Pedlar's Removable Floorforms



Removable Floorform.



Floorforms in position ready for Concrete to be poured.



Floorform with End Cap Attached.

Pedlar's Steel Floorforms are Removable, being manufactured from 16 gauge steel sheets and are made to be reused over and over again, either on the same job or on different ones, without damage.

The principles underlying this type of construction are the same as for our Permanent Floortyle with the exception that the Floorforms are removable. This feature permits a contractor to purchase a permanent equipment sufficient for one floor of a building and by removing the forms immediately the concrete has received its initial set to use them in all floors or on several jobs.

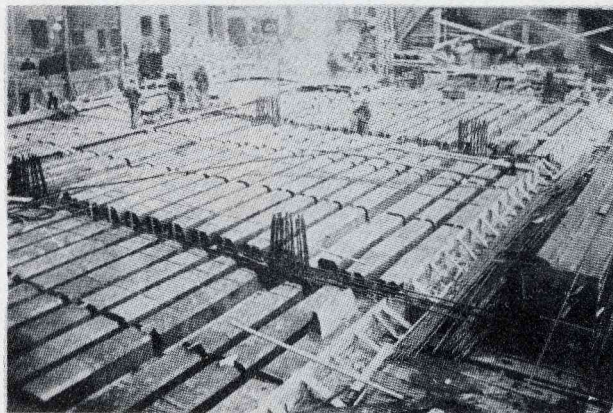
End Caps and taper forms are supplied where required.

ADVANTAGES OF PEDLAR FLOORTYLE CONSTRUCTION

Among the decided advantages for this pressed-steel Floortyle construction are the following:

- (1) Forty-five to sixty per cent. saving in bulk of concrete over that required in slab construction of same depth.
- (2) Saving in reinforcing steel in the floor by reason of light weight of Concrete and Floortyle.
- (3) Saving effected in entire construction, including beams, girders, columns and foundations of the building by reason of small dead weight of floors.
- (4) Weight of Floortyle only 1/30 as much as terra-cotta tile fillers for equal covering area.
- (5) Bulk of Floortyle only 1/40 as much as terra-cotta tile fillers.
- (6) One Pedlar Floortyle covers four times as much area of floor concrete.
- (8) Small masses of concrete are used, thus reducing the immense quantities of moisture incident to larger masses of concrete, the drying out of which interfere with the heating of buildings during the first winter season.

REMOVABLE FLOORFORMS



The above illustration shows the Henry Morgan Building, Montreal, in which the same floorforms were used on each floor, stripping in some cases occurring every 24 hours. This removable feature means a great saving to the contractor by reducing overhead and investment in equipment and eliminating the necessity for storage during construction.

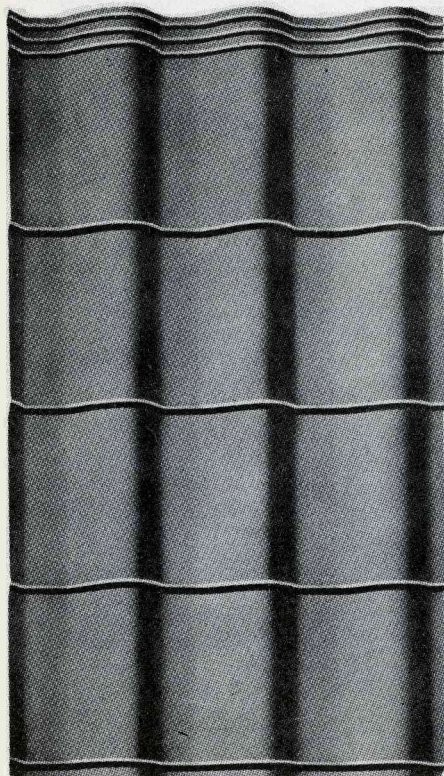
We are prepared to supply above equipment on a rental basis to Contractors. Large savings can be effected in Equipment Costs by taking advantage of this proposition.

Pedlar's Cluster Spanish Tile



Illustration of a Section of Cottage-Shaped Roof covered with Cluster Spanish Tile

Beautiful Enduring Roofs of Old Spanish Architecture



*Full Size Sheet Cluster Spanish Tile.
Covering Size 25"x44 $\frac{3}{8}$ ".*

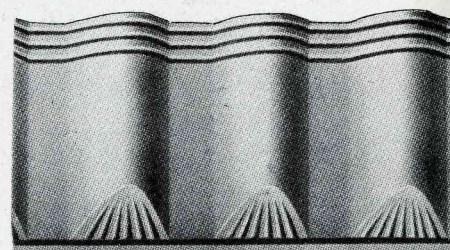
These Tiles weigh only one-eighth as much as clay tile and therefore require only a light supporting structure or frame.

A substantial saving in time, labour and materials is effected.

Spanish Tiles are made from superior quality Galvanized Sheets and can be painted any color scheme after they have been applied on the roof.

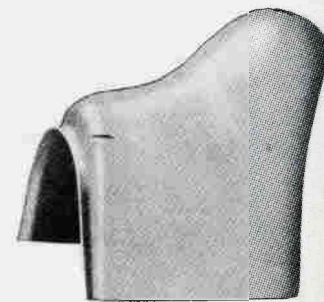
Complete instructions are furnished contractors for the proper application of . . .

**Pedlar's
Cluster Spanish Tile**



*Cluster Spanish Tile Starter.
Covering Size 25"x11".*

For use as first or eave course. Ends are closed.

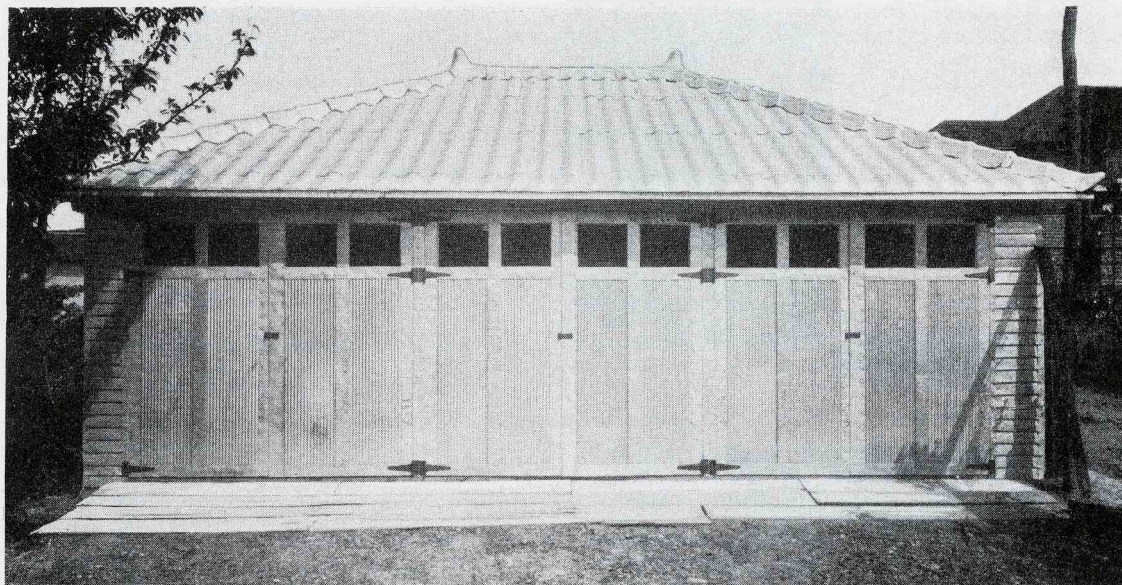


*One-Way Terminal.
Three-Way and Four-Way also
Supplied.*

Pedlar's Cluster Spanish Tile

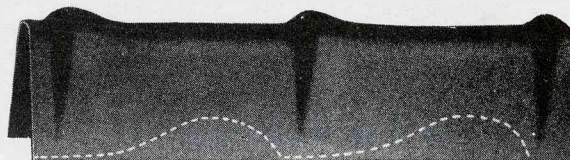
Made from Superior Quality Galvanized Sheets

For Residences, Garages, Banks and Service Stations

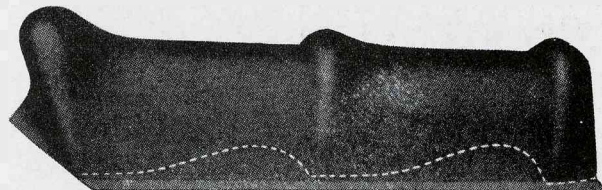


Cluster Spanish Tile adds to the appearance of any building, as evidenced by the attractive finish of the above Pedlar Garage.

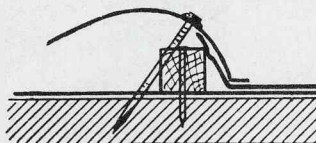
- No. 1000 Full Size Sheets 25"x44 $\frac{3}{8}$ ", 13 sheets to square.
Three quarter size and half size sheets.
- No. 1001 Starting Tile, 25"x11", 52 sheets to square.
Quarter Sheets of Tile.
- No. 1002 Ridge Cap, full or 2 sides.
Ridge Cap, half or 1 side.
- No. 1003 Hip Cap.
- No. 1004 Valley Starters, right or left.
Special Valley, 24" girth.
Special Valley 30" girth.
- No. 1005 Hip End Finishers.
- No. 1006 1 Way Terminal.
- No. 1007 3 Way Terminal for Hip Roofs.
- No. 1008 4 Way Terminal for Cottage Roofs.



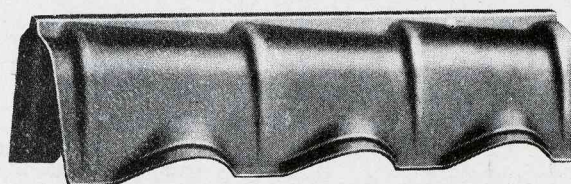
*Cluster Spanish Tile Hip Cap.
For use on hips of cottage-shaped roofs.*



*Cluster Spanish Tile Hip End Finisher.
For use at lower end of hips.*

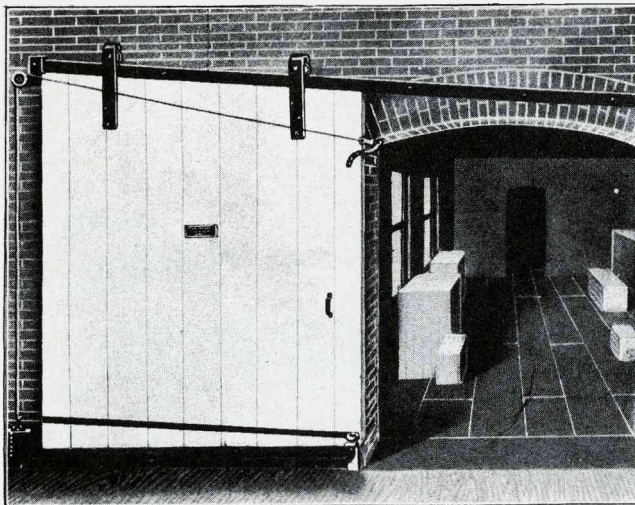


Showing Proper Nailing



*Cluster Spanish Tile Ridge Cap.
Made in 2 pieces. Requires a 1-inch board on edge
along ridge as central support.*

Pedlar's FyeR-Ward All-Steel Firedoors



— Gravity Sliding Type —

Door laps 4" on sides and top.

Both door and hardware are labelled by Underwriters' Laboratories.

Requirements:—

Headroom—17" to 30" depending on the width of opening.

(14" plus $\frac{3}{4}$ " for each foot track extends beyond centre of opening).

Sidewall Room—14" on side toward which door closes.

Opposite side, width of opening, plus 19".

FyeR-Ward All-Steel Doors consist of 22-gauge smooth galvanized steel sheets enclosing an air space with an interlining of asbestos, no wood. The sheets, folded from both sides for stiffness, support the surface of the door, steel rods run transversely through these folds and a heavy steel channel reinforces the outer edge of the door.

Sheet asbestos passes between the internal folds as indicated in the illustration. The air space and interlining of asbestos make the door practically sound-proof. The vertical panels vary according to width of the door, but do not exceed 10 $\frac{3}{8}$ inches in width. The finished appearance is that of a flush surface plank door.

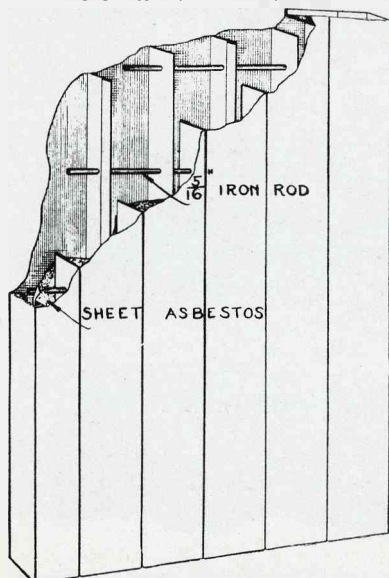
All FyeR-Ward Doors carry the label of the Underwriters' Laboratories and the hardware is also labelled.

FyeR-Ward All-Steel Doors are made in all types, single, double, sliding, swing, vertical, with suitable hardware. Bolt holes for hardware are drilled in the door before shipping. Sliding doors have a special back binder engaging with the wall as an additional precaution against the door warping away from the wall under fire.

FyeR-Ward Doors are two inches thick and there is no distinction between two-ply and three-ply doors as in the case of wood doors. They weigh from 4 $\frac{1}{2}$ pounds to 5 pounds per square foot as compared with 8 pounds per square foot for tin-clad wood doors. For this reason they move much more freely.

Unless otherwise specified, doors are shipped not painted, but the smooth galvanized steel makes a good surface and for certain classes of work, if it is desired to paint the doors, a very fine appearance can be obtained.

Pedlar's Firedoors are Inspected and Labelled by Canadian Board of Fire Underwriters



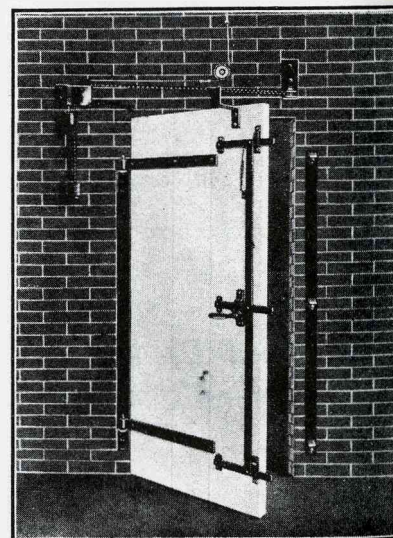
Illustration, showing construction of Pedlar's Firedoor.

DIRECTIONS FOR ORDERING

Give following information

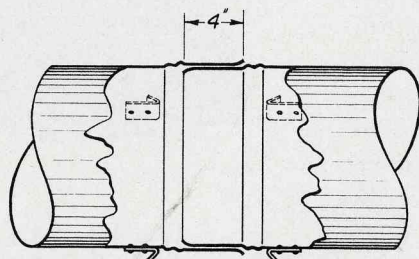
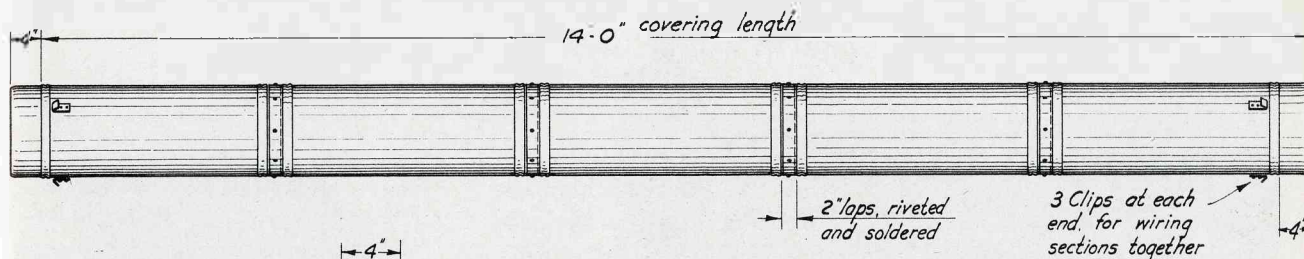
- (1) If openings are square or arched top.
- (2) If doors are incline or square top.
- (3) If doors are flush with or overlap the opening.
- (4) If doors slide or swing.
- (5) If they are used singly or in pairs.
- (6) If they are used on firewall, vertical shaft, corridor or room partition, exterior wall or an opening on to fire escape.

Write for Illustrated Booklet showing complete range of Pedlar's Firedoors.



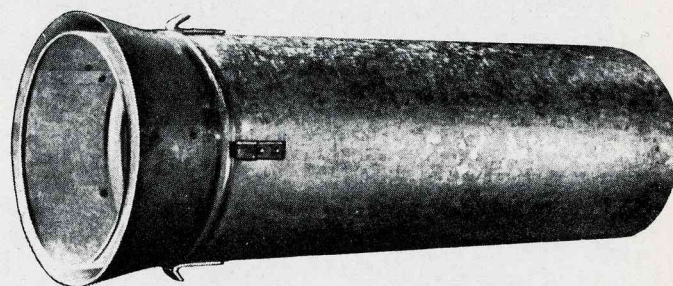
Lap Type, No Frame.

Pedlar's Mine Ventilating Pipe



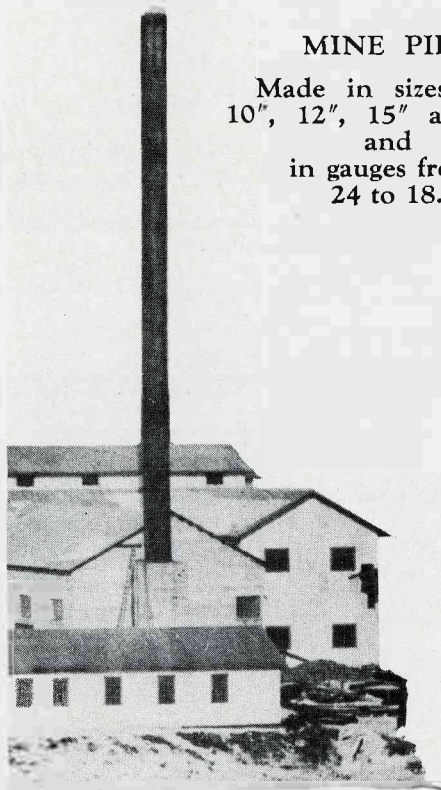
SECTION THROUGH JOINT

SLIP JOINT PIPE
FOR
MINE VENTILATION



Section of
CUP JOINT PIPE
(For assembly in field)
Made in covering lengths of 14 ft.

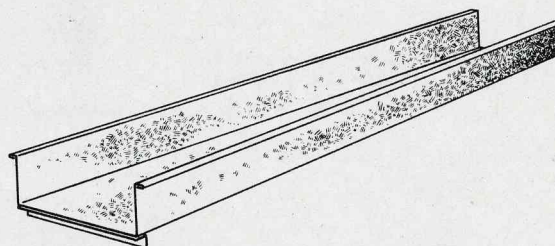
MINE PIPE
Made in sizes of 8",
10", 12", 15" and 18",
and
in gauges from
24 to 18.



SMOKE STACKS

We are equipped to manufacture Smoke Stacks for Canning Factories and Lumber Mills on short notice.

Submit measurements for quotation.



COAL CHUTES

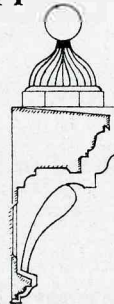
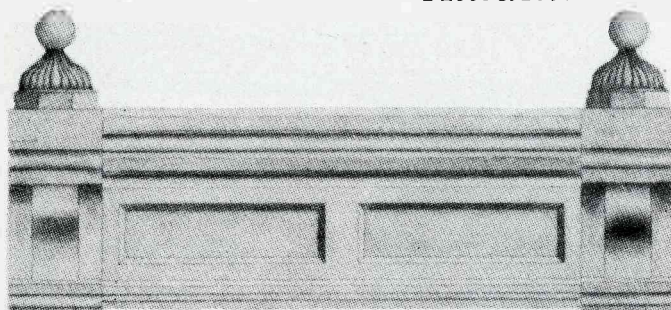
Made from heavy gauge Black Steel Sheets or Galvanized Sheets in any length up to 10 feet.

Special designs can also be made when required.

Send detailed sketch for estimate.

Pedlar's Galvanized Metal Cornices

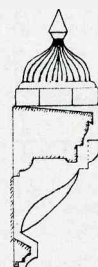
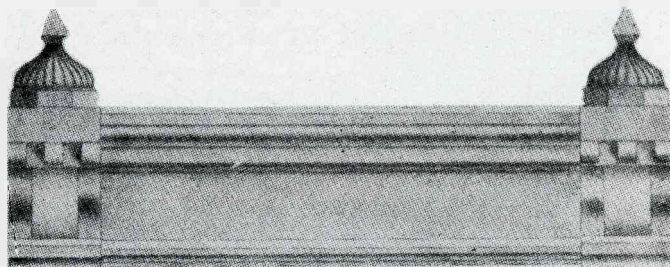
Attractive in Appearance



No.	Ht.	Proj.	Shipping Cornice Per Ft.	Weight End Blocks Each
1263	24"	12"	4 lbs.	30 lbs.
1264	30"	18"	6 lbs.	32 lbs.

End Blocks for above, 14 inches wide.

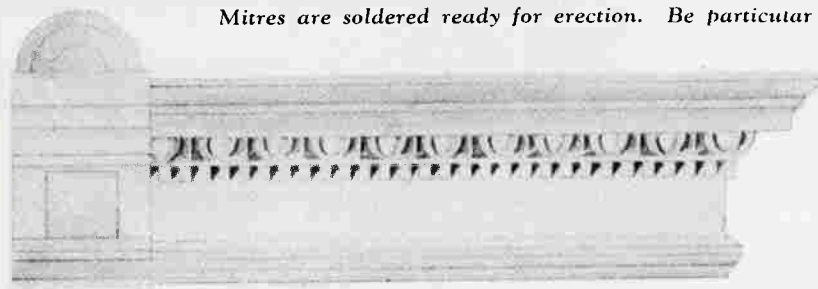
When Ordering send sketch showing Wall Measurements and all Mitres, giving correct angles if not square.



1265	24"	12"	4 lbs.	30 lbs. ea.
1266	30"	18"	5 lbs.	32 lbs. ea.

End Blocks for above, 14 inches wide.

Mitres are soldered ready for erection. Be particular to send proper angle.



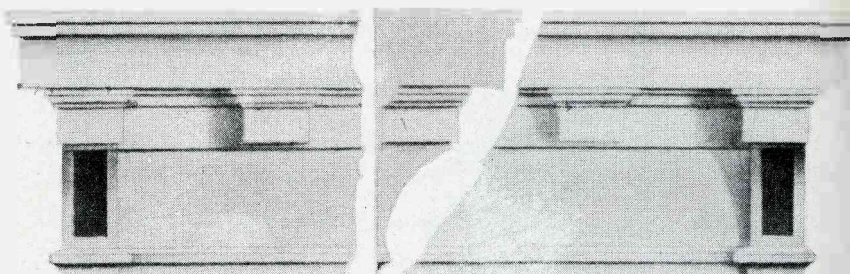
1267	18"	9"	5 lbs.	25 lbs. ea.
1268	18"	9"	4 lbs.	25 lbs. ea.

No. 1268 is made plain without Egg and Dart or dentils.

End Blocks for above, 12 inches wide.

No.	Ht.	Proj.	Shipping Cornice Per Ft.	Weight End Blocks Each
1269	24"	15"	6 lbs.	15 lbs.
1270	30"	18"	8 lbs.	25 lbs.
1271	36"	22"	10 lbs.	40 lbs.

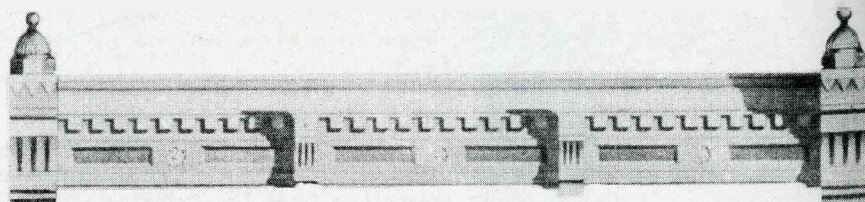
Modillion Spacing	No. 1269—18" Centres.
	No. 1270—24" Centres.
	No. 1271—28" Centres.



End Brackets—If additional Brackets required, send sketch showing exact location, and give accurate measurements.

1272	30"	18"	6 lbs.	40 lbs.
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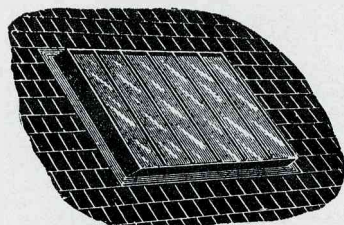
End Blocks, 12" wide.



*Roof Coverings are not supplied unless specified with order.
If Brackets are desired, specify number required when ordering.*

Pedlar's "Perfect" Skylights

Supplied with or without Glass in any style required



No. 1300.

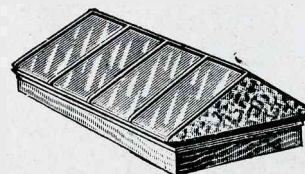
Single Fitch Skylight for Roofs having a pitch of 2 or more inches to the foot.

When ordering Flat Skylights always state which way bars run.

Skylights are constructed to afford the maximum of daylight with the minimum of weight and maintenance.

They are weatherproof when glazed with $\frac{1}{4}$ -inch wired glass and also fire-proof.

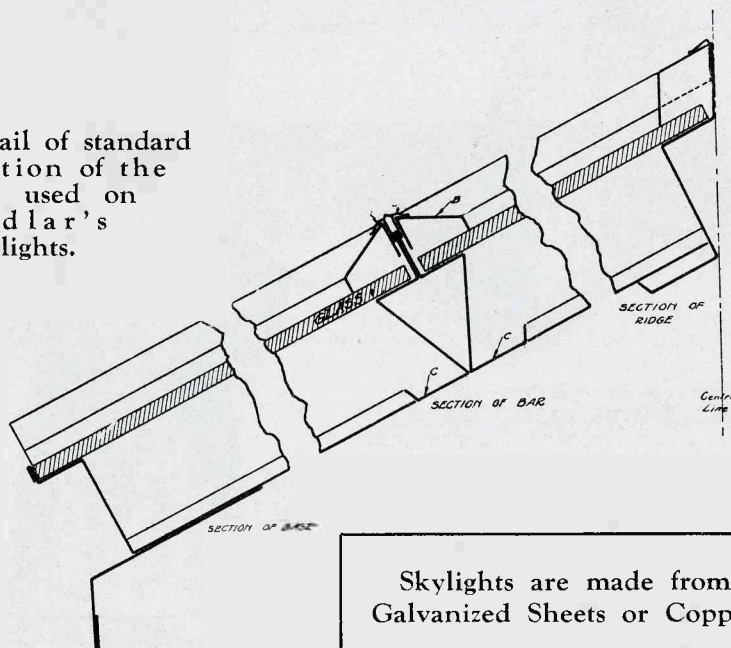
No putty is required as the glass is held in position by copper clips.



No. 1302.

Ridge Type Skylight with Metal Ends.

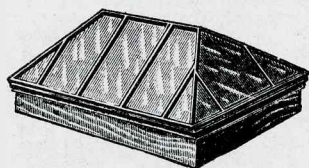
Detail of standard section of the Bar used on Pedlar's Skylights.



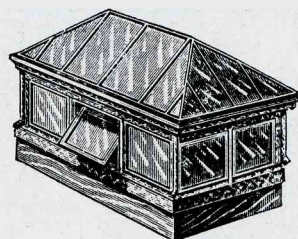
"A" represents copper clips which are bent over and hold the cap "B" in position over the $\frac{1}{4}$ " wired glass.

"C" represents the condensation gutters which prevent dripping of moisture.

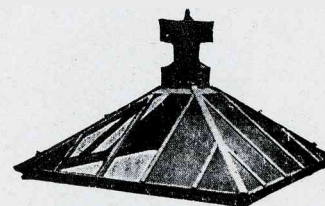
Skylights are made from either Galvanized Sheets or Copper.



No. 1304.
Hipped Type Skylight.



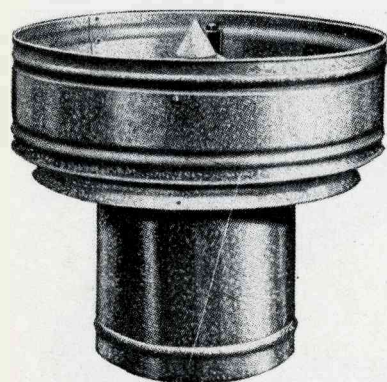
No. 1306.
Hipped Turret Skylight
with Pivoted Sidelights.



No. 1305.
Hipped Type Skylight
with Perfect Ventilator.

Pedlar's Metal Ventilators

Assure a Constant Supply of Fresh Air



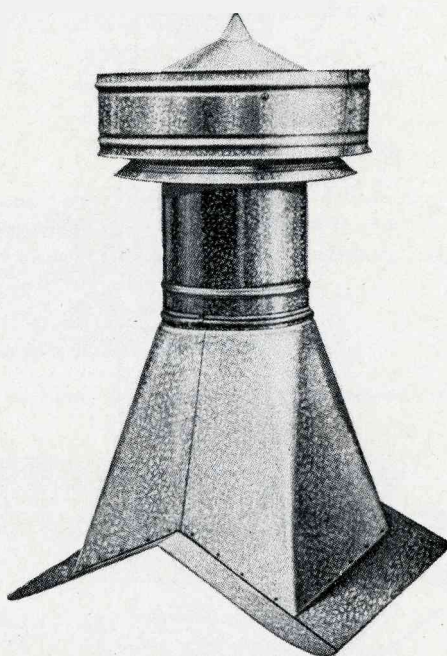
Above illustration shows Vent without Base.

Automatic Exhaust—No Down Draft—Built to last.

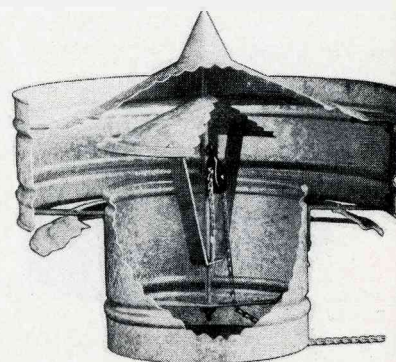
Pedlar's "Perfect" Vent

Design No. 995

Size 8 in. to 48 in.



Base is made to fit Pitch of Roof. Specify Pitch when ordering.

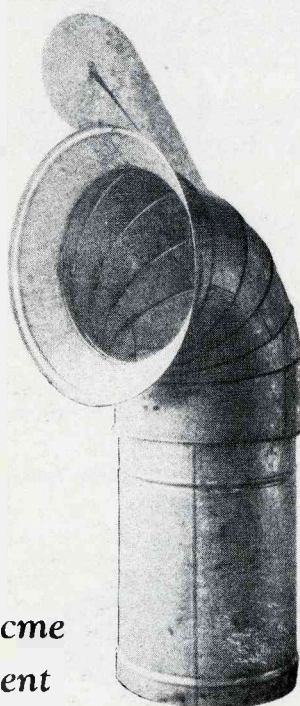


Sectional view showing Damper and Operating Device.

Note Fusible Link which in case of fire causes Damper to close.

Every "Perfect" Vent is fitted with Damper.

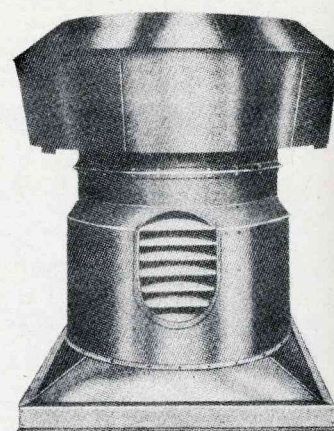
ECONOMICAL



Acme Vent

PEDLAR'S COWL VENT
Made in sizes 8" to 48".

EFFICIENT



FAN-ELECTRIC VENT

ELECTRIC VENTILATORS

We can also supply all types of Electric Vents for Restaurants, Theatres and Lodge Rooms. "Fan-Electric" and "Rota - Cone Wind Electric".

Send details of your requirements.

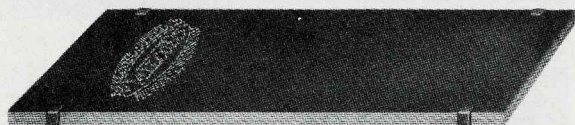
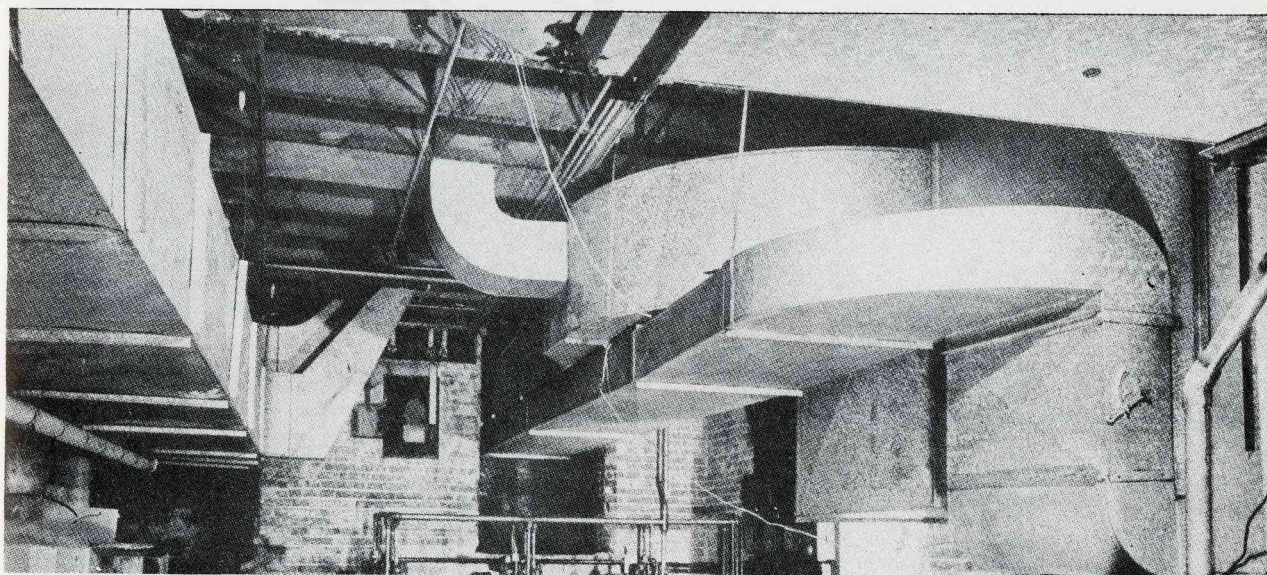
— Estimates Gladly Given —

SIZES AND WEIGHTS OF No. 995 PERFECT VENTS

Diameter Shaft	Gauge	Height Without Base	Area Shaft Sq. Inches	Weight With Base	Weight Without Base
8 inches	24	12 inches	50.2	30 lbs.	20 lbs.
10 inches	24	15 inches	78.5	45 lbs.	30 lbs.
12 inches	22	17 inches	113.1	50 lbs.	35 lbs.
15 inches	22	19 inches	176.6	65 lbs.	50 lbs.
18 inches	22	21 inches	254.5	90 lbs.	60 lbs.
24 inches	22	24 inches	452.4	120 lbs.	80 lbs.
30 inches	20	26 inches	706.9	190 lbs.	130 lbs.
36 inches	20	30 inches	1017.9	270 lbs.	200 lbs.
48 inches	20	37 inches	1809.5	450 lbs.	350 lbs.

Pedlar's Galvanized and Black Sheets

For All Kinds of Sheet Metal Work including Ventilating Systems and Furnace Pipes



BLACK STEEL SHEETS

Supplied at market prices. Send specification of your requirements for prices.



GALVANIZED STEEL SHEETS

We carry a wide range of Galvanized Sheets in all gauges and sizes.

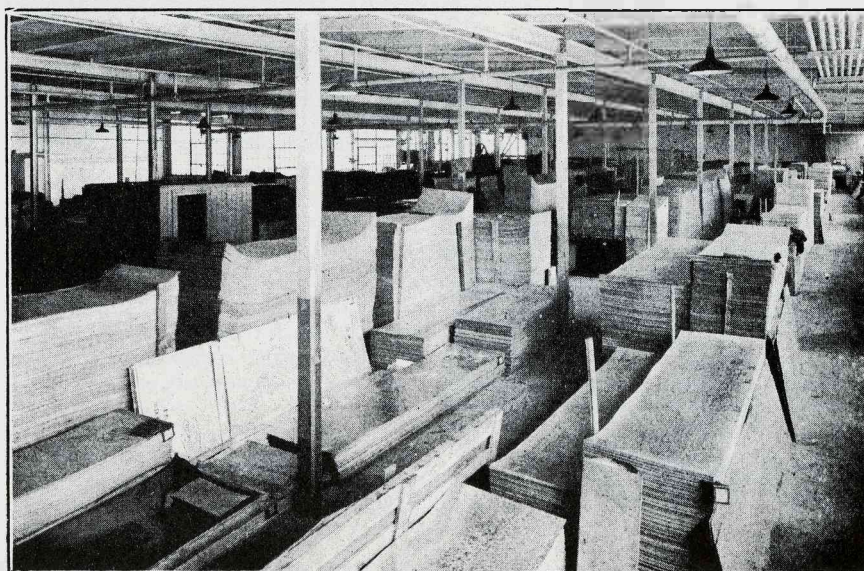
HALF & HALF SOLDER

Carried in stock for prompt delivery. Prices on request.



We carry the largest stock of Galvanized and Black Steel Sheets in Canada.

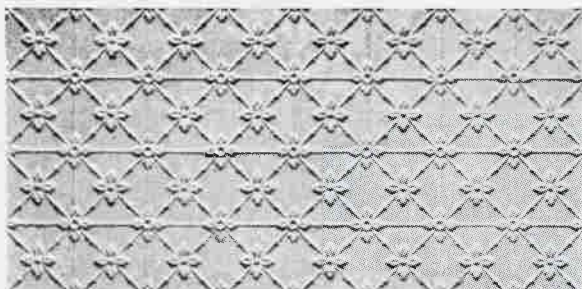
Photograph showing portion of our modern Sheet Warehouse, OSHAWA, ONTARIO



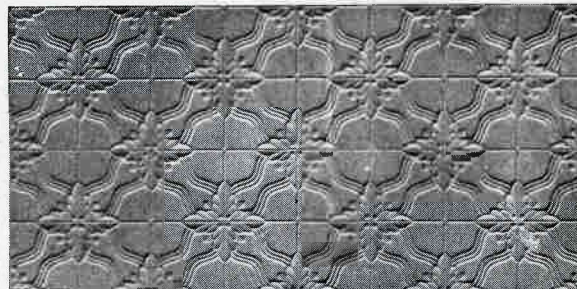
Pedlar's Metal Ceilings and Walls

ALL PANELS ON THIS PAGE ARE STANDARD DESIGNS.

For Schools, Offices, Churches, Stores, Restaurants and Public Buildings



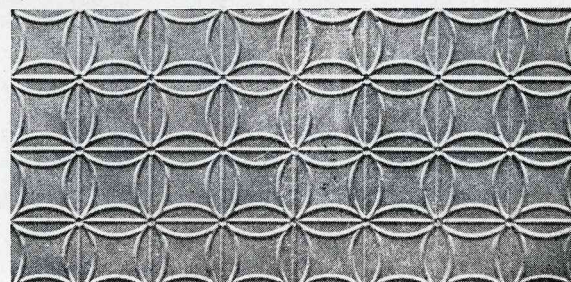
No. 199—Size 24" x 48".



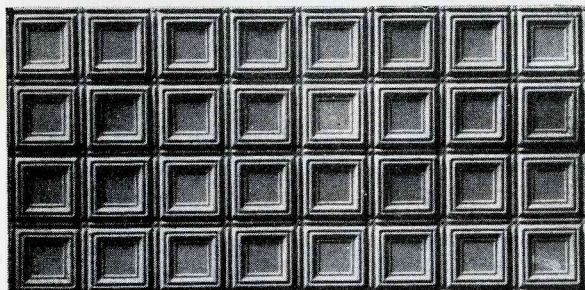
No. 172—Size 24" x 48".



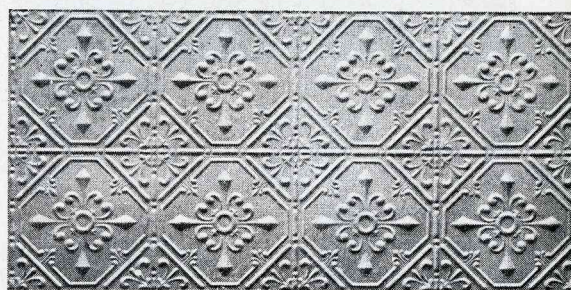
No. 239—Size 24" x 48".



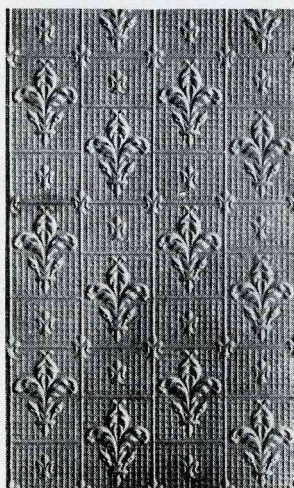
No. 197—Size 24" x 48".



No. 2203—Size 24" x 48".



No. 188—Size 24" x 48".



No. 138—Size 24" x 48".
Wall Panel.

PEDLAR'S METAL CEILINGS

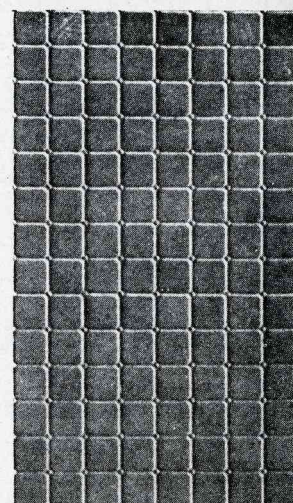
ARE ECONOMICAL AND EASY TO
INSTALL

No After Expense.

"First Cost is the Only Cost".

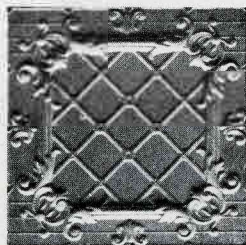
We have endeavoured in this Catalogue to illustrate a number of our best designs of plain and ornamental embossing for use in buildings of every description.

Our estimating and draughting departments are fully equipped to arrange most appropriately any design suitable for the room or building. For prompt service please mail your sketch and inquiry to the nearest office.

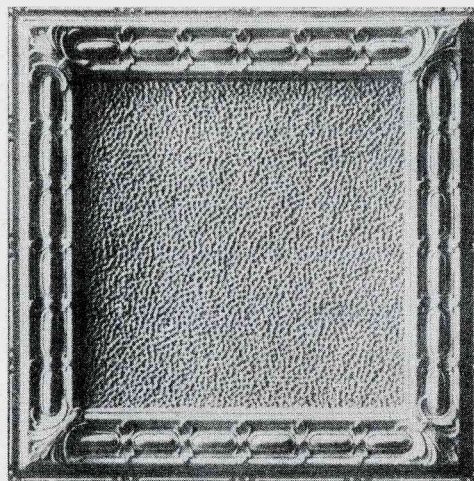


No. 184—Size 24" x 48".
Wall Panel.

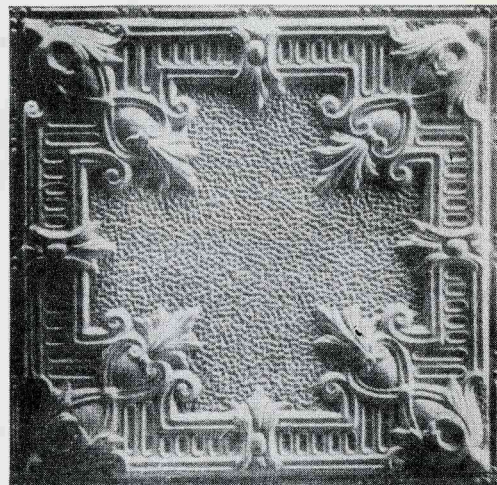
Pedlar's Metal Ceilings and Walls



No. 235—24" x 24".

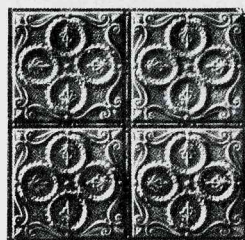


No. 2106—Size 24" x 24".



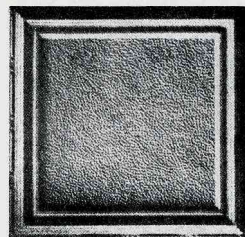
No. 1602—Size 24" x 24".

All Panels on this page are Standard Designs.



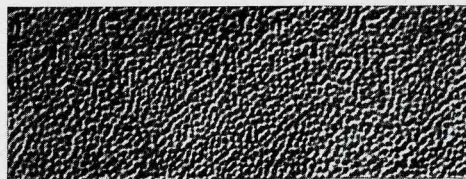
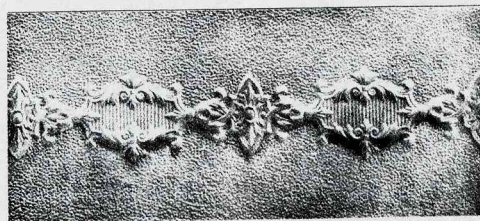
No. 1903—24" x 48".

— FILLERS —



No. 1804—24" x 48".

No. 1617.
Size—12 to 24 ins. wide.



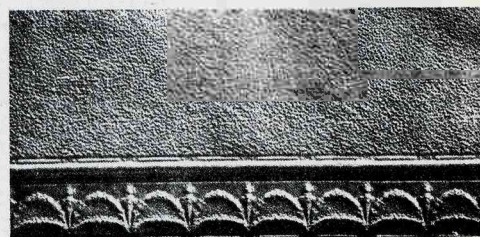
No. 1822.
Size—Up to 24" wide x 48" long.

Filler No. 1822 may be used to cover spaces up to 18" wide between cornice and field panels.



No. 1600—24" x 24".

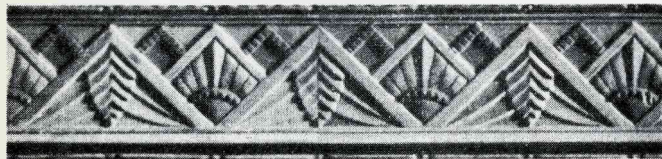
No. 1941.
Size—12 to 24 ins. wide.



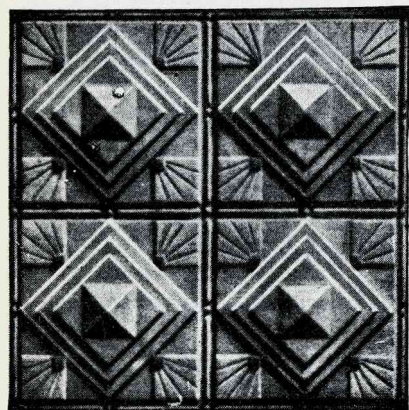
NOTE:—In ordering please state Catalogue No. of Filler, Mould or Cove required.

LET US FIGURE ON YOUR REQUIREMENTS

Pedlar's Modernistic Design



No. 233—Cornice—Size 6" x 6".



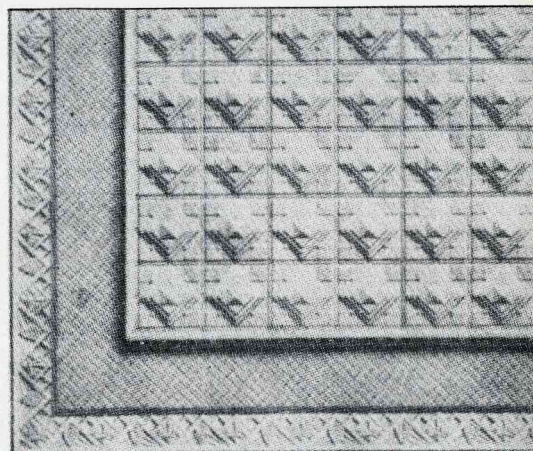
No. 33—Size 24" x 24".

STANDARD DESIGN No. 33

—Plans—

We supply Blue Prints free of charge, showing layout of Panels, Moulds, Fillers and Coves, to assist in erection.

We recommend the use of this modern design for Schools, Offices, Stores and Public Buildings.

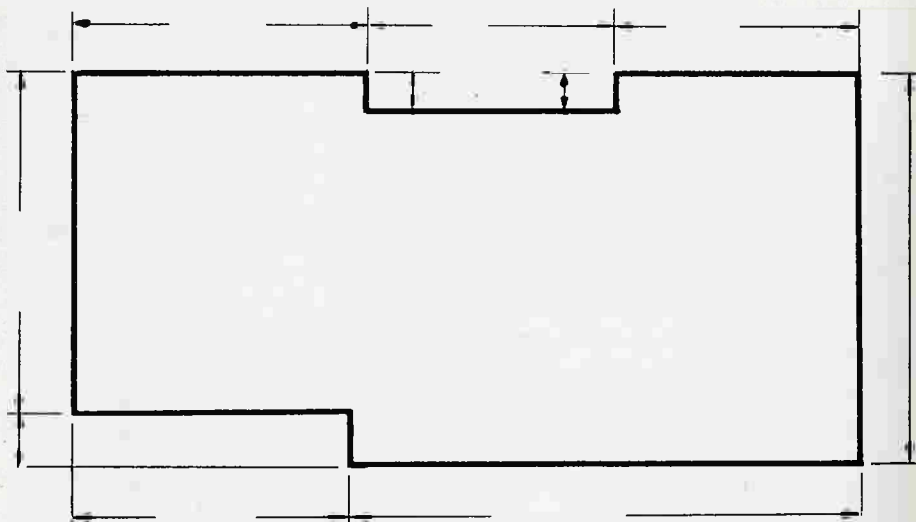


No. 133—Moulded Filler—12", 14", 16", 18".

Method of Ordering Metal Ceiling

Send your sketch to our nearest office.

Be sure and mark all measurements on sketch.



Accuracy in taking measurements is of the greatest importance. We cannot be responsible for the result of work prepared from incorrect measurements and information.

Make a plan of your room indicating shape; measurements to be taken on wall line, so as to indicate all offsets and projections, if any; total lengths should be given to verify divided measurements on broken or irregular walls. All measurements should agree.

Dimensions differing in any way from those used in preparing our Construction Drawings will make a difference in the material required.

Such differences must be made good only at the expense of the purchaser.

Mention Number of Field Panel, Filler, Mould and Cove selected.

Customers may select the Field Panel, make a sketch of the room, state the height of the walls and leave to us the selection of suitable trimmings.

Our Designing Department is at your service in preparing sketches and suggestions.

We supply simple, concise Construction Blue Prints, free, with every Ceiling shipped, making it easy to apply our Metal Ceilings and obtain an attractive arrangement.

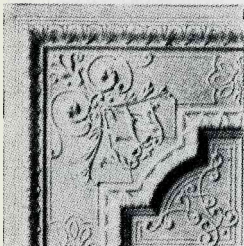
Pedlar's Beaded Ceiling and Oriental Design

1 in. bead. Can be arranged to fit almost any large room, especially adapted for use in warehouse and factory interior covering and can be nailed direct to studs if at 12 in. or 16 in. centres.

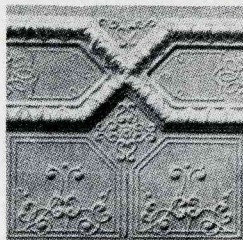
NOTE:—In ordering please state Catalogue No. of Filler, Mould and Cove required.



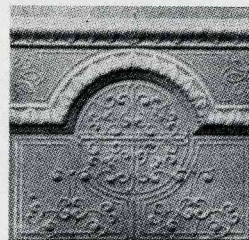
Beaded Ceiling
No. 737A.
27" x 96".



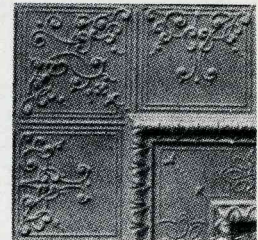
No. 4.



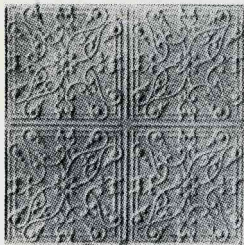
No. 5.



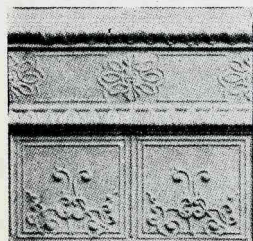
No. 6.



No. 7.



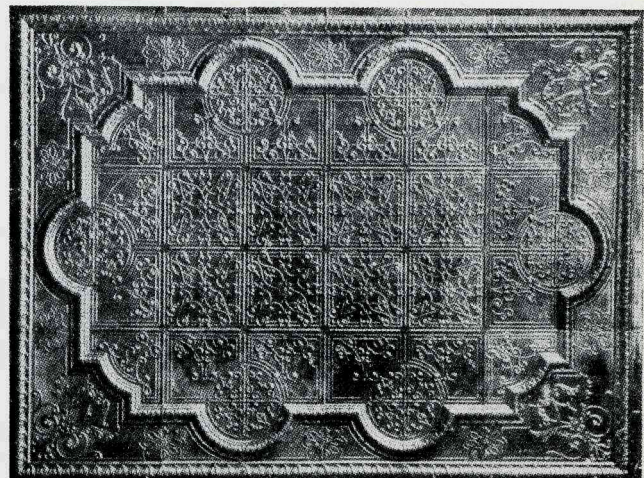
No. 8.



No. 9.

The panels can be arranged for ceilings from 8 feet square up to any size. Easy to arrange and economical to erect; very appropriate for any room, office or store.

ORIENTAL DESIGN
Showing Panels, 4, 6, 8.
Dustproof, Fireproof,
Sanitary.

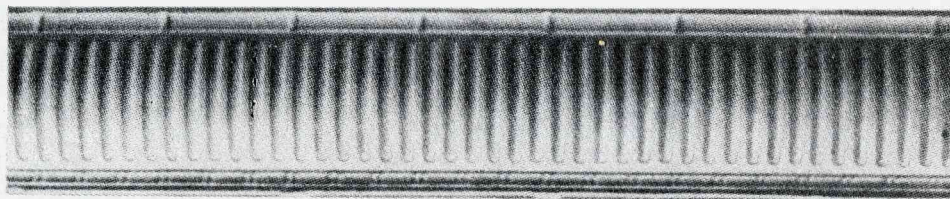


Coves for Use with Pedlar's Metal Ceilings

Specially clear cut embossing on both Shallow and Deep Designs.

When Ordering, Please Give Number of Cove Desired as a Trimming.

Cove No. 1935.
6 inch Projection.
6 inches Deep.



Cove No. 351.
2½ inch
Projection.
2½ inches Deep.



Cove No. 359.
1 inch Projection.
1¼ inches Deep.



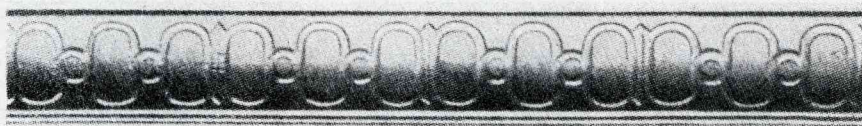
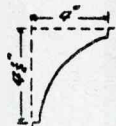
Cove No. 293.
3 inch
Projection.
3 inches Deep.



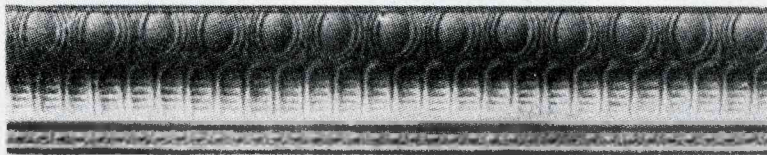
Cove No. 334.
3 inch
Projection.
2½ inches Deep.



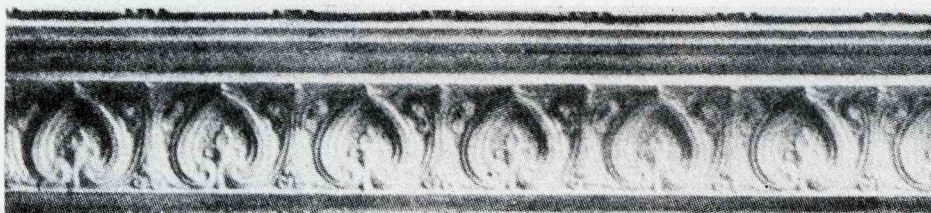
Cove No. 294.
4 inch Projection.
4½ inches Deep.



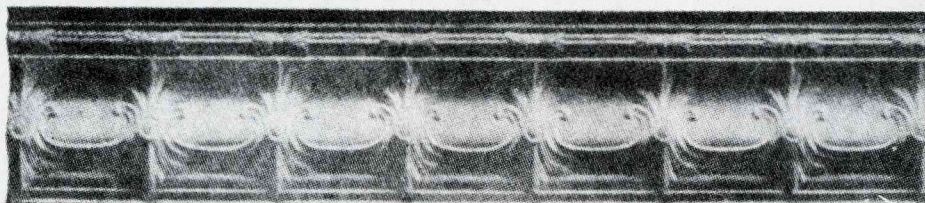
Cove No. 286.
4 inch
Projection.
6 inches Deep.



Cove No. 1835.
6 inch
Projection.
6 inches Deep.



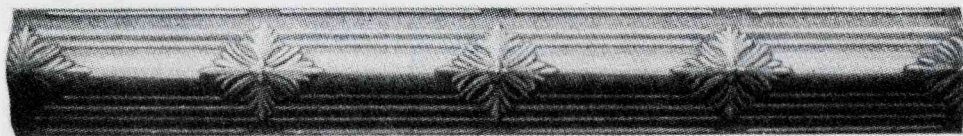
Cove No. 1630.
6 inch
Projection.
6 inches Deep.



We can supply Mitres. Specify whether Inside or Outside Mitres when ordering.

Mouldings for Use with Pedlar's Metal Ceilings

We supply Construction Blue Print Free with every Ceiling.



Mould No. 1620. 6 inches wide.



Mould No. 1621. 4 inches wide.



Mould No. 1830. 3 1/2 inches wide.



Mould No. 345. 3 inches wide.



Mould No. 344. 3 inches wide.



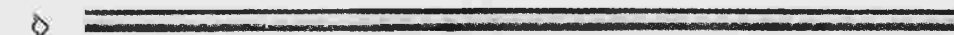
Mould No. 347. 2 inches wide.



Mould No. 365. 1 1/2 inches wide.



Mould No. 356. Outside Edging.

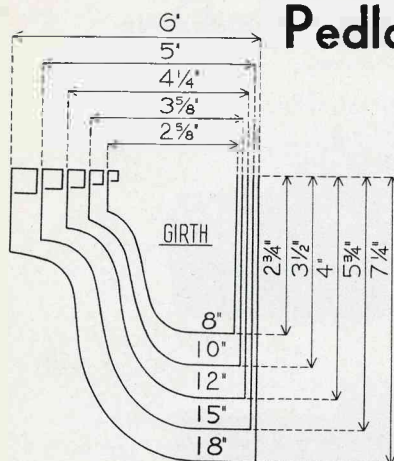


Mould No. 357. Inside Edging.

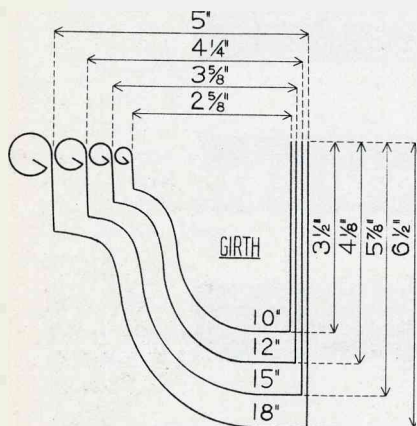
Ells, Tees and Crosses can be supplied with all above Moulds.

WHEN ORDERING, PLEASE GIVE NUMBER OF MOULDING DESIRED AS A TRIMMING.

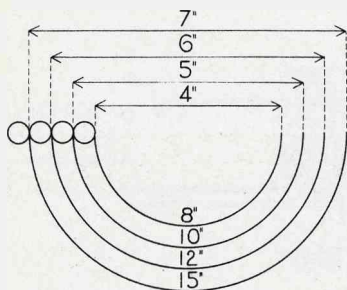
Pedlar's Galvanized Eave Trough



This cut illustrates the different sizes of our standard O. G. pattern eavetrough with square bead.



The above cut illustrates the different sizes of our standard O. G. pattern with round bead.



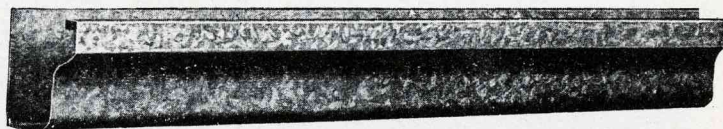
Illustrating different sizes of our Half Round Eavetrough.

CURVED EAVE TROUGH

We will be glad to quote on Curved OGEE Trough on request.

COPPER EAVE TROUGH

Prices will be gladly given on request for Copper Eave Trough.

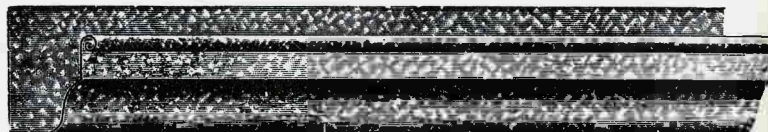


NO. 831—OGEE SQUARE BEAD EAVE TROUGH

Standard Lengths—10 Feet.

Cat. No.	Girth	Gauge	Weight 100 Ft.	Made From 28 B. W. Gauge	Head Bearing Sheets
831A	8"	28BW	45 lbs.	Queen's Copper Galv.	
B	10"	28BW	56 lbs.		
C	12"	28BW	67 lbs.		
D	15"	28BW	84 lbs.		
E	18"	28BW	101 lbs.		

We also make Style No. 831 with a High Back on Request.



NO. 847—OGEE ROUND BEAD EAVE TROUGH

Cat. No.	Girth	Gauge	Weight 100 Ft.	Standard Lengths 10 Feet.
847B	10"	28BW	56 lbs.	
C	12"	28BW	67 lbs.	
D	15"	28BW	84 lbs.	
E	18"	28BW	101 lbs.	

We also supply Eave Trough in heavier Gauges.—Write for Copy of our Price List.



NO. 830—HALF ROUND LAP JOINT EAVE TROUGH

Cat No.	Girth	Gauge	Weight 100 Ft.	Standard Lengths 10 Feet.
830A	8"	28BW	45 lbs.	
B	10"	28BW	56 lbs.	
C	12"	28BW	67 lbs.	



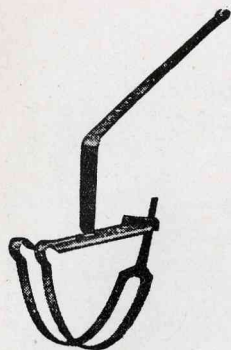
NO. 890—SLIP-JOINT EAVE TROUGH

Cat. No.	Girth	Gauge	Weight 100 Ft.	Face your building, and if water runs to right order Right Hand. If water runs to left, order Left Hand.
890A	8"	28BW	47 lbs.	
B	10"	28BW	58 lbs.	
C	12"	28BW	70 lbs.	

Standard Lengths—9, 6".

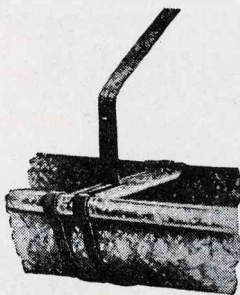
Pedlar's Eave Trough Accessories

EAVE TROUGH HANGERS

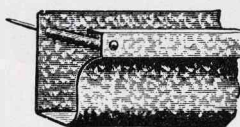


No. 845
One Piece
"Perfect" Trough
Hanger.

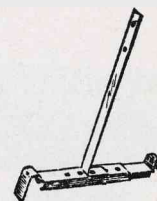
For
Half Round
Eave Trough.
Sizes 8" to 15".



No. 845.
Showing Method of Ap-
plication.
"Perfect" Trough
Hanger.
No Tools Required to
Apply Them.



Tubes and Spikes
for OGEE Trough.



No. 857.
"Peerless" Hanger
(for Half-Round Trough)
Adjustable for sizes
8" to 15".



Ferrules Spaced every 3 Ft.



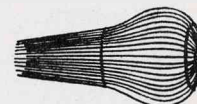
Trough
Outlets
No. 893.

For
OGEE Trough, Half Round Trough.
Sizes 2", 3", 4", 5".



SPIKES FOR OGEE TROUGH

Size 5"—Approximately 15 to the Lb.
Size 6"—Approximately 13 to the Lb.
Size 7"—Approximately 11 to the Lb.
Size 8"—Approximately 9 to the Lb.



No. 844
Wire Strainers.
Prevents Clogging of
Conductor Pipes.
Sizes, 2", 3", 4", 5, "6".



Outside Mitre.
OGEE Mitres.
Sizes 8", 10", 12", 15", 18".
Supplied either Inside or
Outside.
Soldered or Unsoldered.

FURNISHED IN SINGLE BEAD—SLIP JOINT

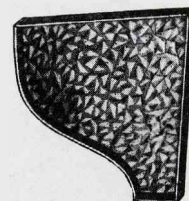


No. 860—Single Bead Outside
Mitre, Soldered Together.



No. 870—Single Bead Inside
Mitre, Soldered Together.
Sizes—8", 10", and 12".

When Ordering specify whether Right or Left Hand required.



No. 894
OGEE End Cap.

END AND CENTRE DROPS



END DROP (LEFT)
When ordering be sure to state
if Right or Left End Drops wanted.



CENTRE DROP
(Both Ends Open)



No. 892.—Slip Joint End Cap.



No. 891—Complete End with Cap
and Outlet, for Slip Joint.
All Outlets placed 3 ins. from end
of Trough.
Sizes—8", 10" and 12".



No. 690.—Wood Shingle Valley.
10" Girth.



Ridge Cap—No. 694.
For use with Pedlar's Steel Shingles, Tiles, etc.
Wood roll free with Ridge.

Pedlar's Galvanized Conductor Pipe



No. 840.

PLAIN ROUND
CONDUCTOR PIPE

No. 840A	Size	Gauge	Weight 100 Ft.
B	2"	28BW	41 lbs.
C	3"	28BW	56 lbs.
D	4"	28BW	72 lbs.
E	5"	28BW	90 lbs.
	6"	28BW	106 lbs.

2" Pipe can only be made in 28BW and 26BW Gauge.
3" Pipe and larger sizes can be made in Gauges up to and including 24.



No. 841. Corrugated Round
Conductor Pipe.

No. 841A	Size	Gauge	Weight 100 Ft.	No. 841D	Size	Gauge	Weight 100 Ft.
B	2"	28BW	43 lbs.	E	5"	28BW	92 lbs.
C	3"	28BW	56 lbs.		6"	28BW	108 lbs.
	4"	28BW	70 lbs.				



No. 850. Square Corrugated Conductor Pipe.

No. 850B	Size	Gauge	Weight 100 Ft.
C	2 3/8" x 3 1/4"	28BW	58 lbs.
	2 3/4" x 4 1/4"	28BW	75 lbs.



No. 854.
OCTAGON
CONDUCTOR PIPE

No. 854B	Size	Gauge	Weight 100 Ft.
C	3"	28BW	65 lbs.
D	4"	28BW	85 lbs.
	5"	28BW	95 lbs.



No. 855.
PLAIN SQUARE LAP
JOINT CONDUCTOR
PIPE

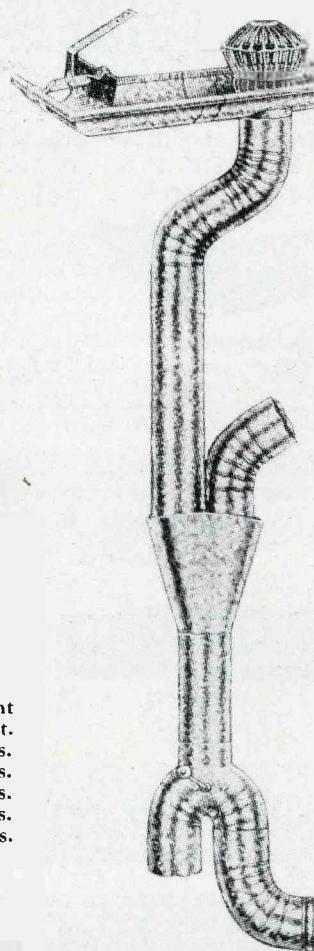
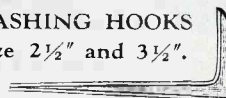
No. 855A	Size	Gauge	Weight 100 Ft.
B	1 7/8" x 2 3/4"	28BW	55 lbs.
C	2 1/4" x 3 1/4"	28BW	65 lbs.
D	3" x 4"	28BW	85 lbs.
E	4" x 4"	28BW	95 lbs.
	4" x 6"	28BW	105 lbs.



No. 698. Step Flashing

Size 2 1/2 in. x 2 1/2 in. x 7 in. long.
For use with wood shingles.

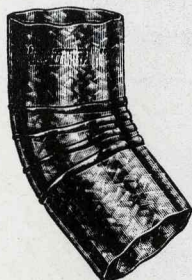
FLASHING HOOKS
Size 2 1/2" and 3 1/2".



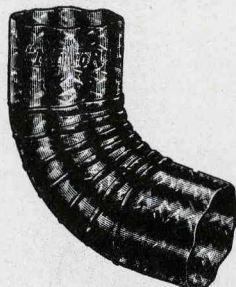
Pedlar's Conductor Pipe Accessories

CONDUCTOR PIPE ELBOWS

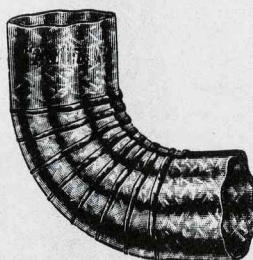
CORRUGATED ROUND



No. 1—45°



No. 3—75°



No. 4—90°

STYLE No. 842.

The above Elbows also made in Plain Style.

No. 842A	2"
B	3"
C	4"
D	5"
E	6"

Specify whether Plain or Corrugated required when Ordering.

SQUARE CORRUGATED



Style "A"

Wide Face—Narrow Side.

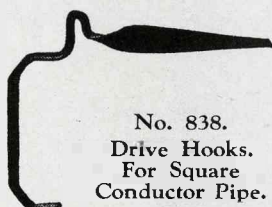
Style "B"

Narrow Face—Wide Side.

No. 849B—2 3/8" x 3 1/4".

C—2 3/4" x 4 1/4"

Specify Style required when Ordering.



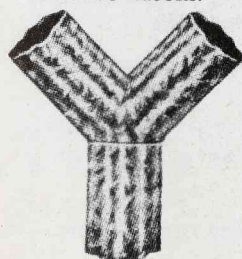
No. 838.
Drive Hooks.
For Square
Conductor Pipe.



No. 837.
Round Corrugated
Drive Hooks.



No. 836.
Plain Round
Drive Hooks.



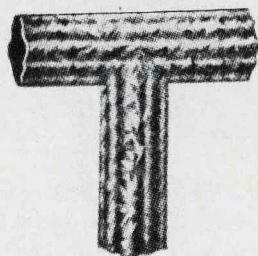
Y's
Corrugated or
Plain.



Shoe—75°



No. 839.
Corrugated
Hinge Hooks.



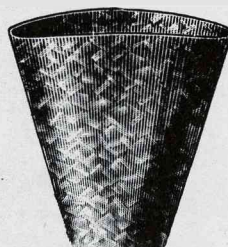
TEES
Corrugated or
Plain.

PEDLAR'S SHOES

No. 843.

No. 843A—2"
B—3"
C—4"
D—5"
E—6"

Specify whether Plain or Corrugated when ordering.



Pedlar's Funnels

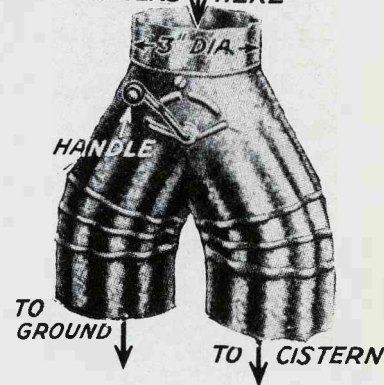
No. 865.

No. 865A—3"
Takes 2—2" Pipes.

No. 865B—4"
Takes 2—3" Pipes.

No. 865C—5"
Takes 2—4" Pipes.

RAIN WATER
ENTERS HERE



PEDLAR'S CUTOFFS

No. 861.

No. 861A 2"	Specify whether Plain or Corrugated required.
B 3"	
C 4"	
D 5"	
E 6"	

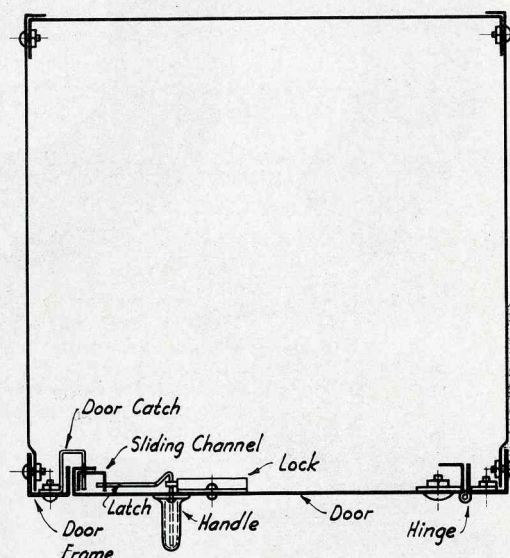
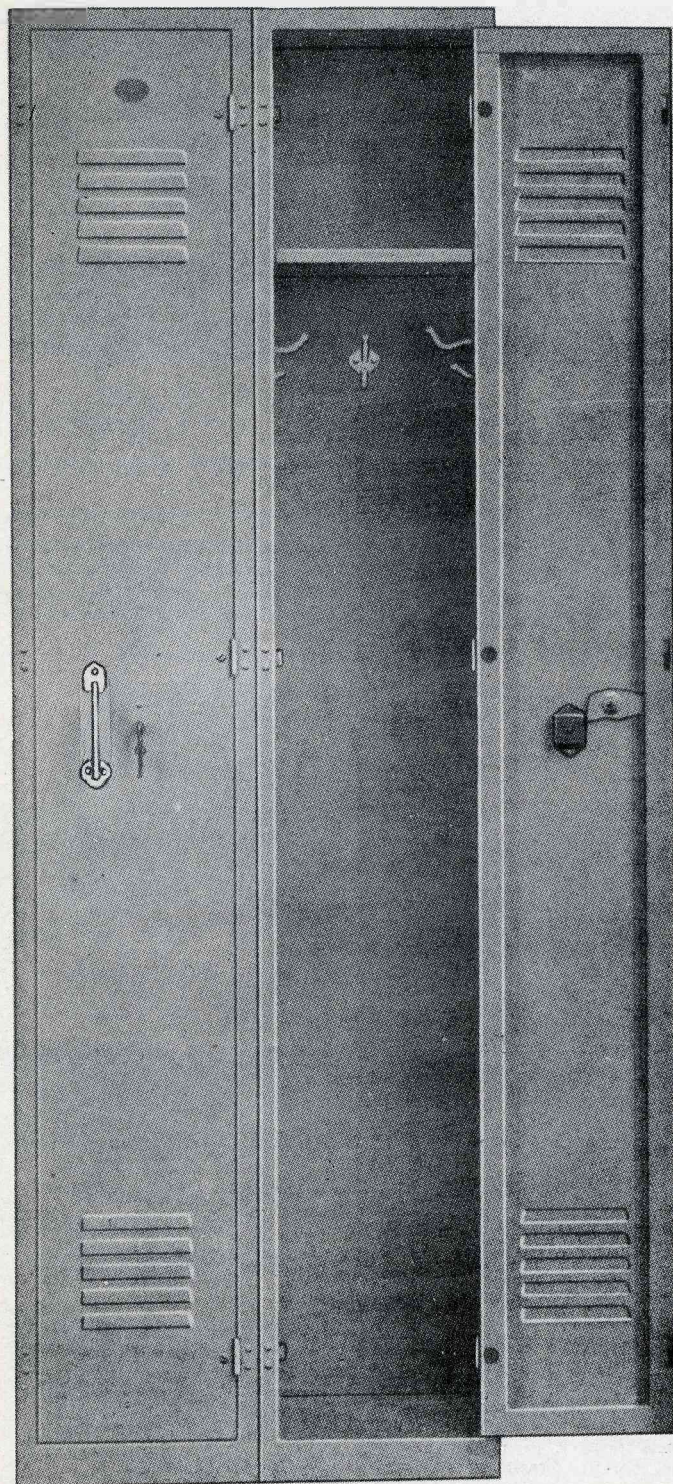


No. 863
Hold Fast
and Wedge.
For Standing Seam
Conductor Pipe.



No. 853—Perforated Band Iron Pipe Hangers.
Size 1 in. wide by 1/16 in. thick. Standard Lengths 10 feet.
Perforated with 1/4 in. holes at 1/2 in. centres. For suspending Vent or Heating Pipes.

Pedlar's Steel Lockers



Cross Section Through Locker

STANDARD SPECIFICATIONS

Back and Sides—No. 24 gauge.

Shelf and Bottom—No. 22 gauge.

Door Frame—One-piece formed channel, No. 16 gauge.

Door—No. 18 gauge. Hung to frame by three special hinges.

Locking Device—No. 16 ga. Channel—fitted in door panel—self locking to frame at 3 points when door is closed—master keyed cylinder lock.

Three 2 pronged bronzed coat hooks—Nickel plated number plate.

Baked Enamel Finish—Olive green or preferred colour.

Standard Sizes—12" x 12" x 72", 12" x 15" x 72", 15" x 15" x 72", 15" x 18" x 72".

Shipped knocked down or set up.

Installations to any desired specifications.

MONTREAL
OTTAWA
TORONTO

PEDLAR
THE PEDLAR PEOPLE LIMITED, OSHAWA, ONTARIO

WINNIPEG
CALGARY
VANCOUVER

Pedlar's Open Mesh Steel Lockers

Specially Designed for Mines and Factories



SANITARY AND STRONG

The open mesh allows a free circulation of air at all times, which is essential for Mine Change Houses, where Employee's clothes are subject to dampness encountered in the lower levels of the Mines.

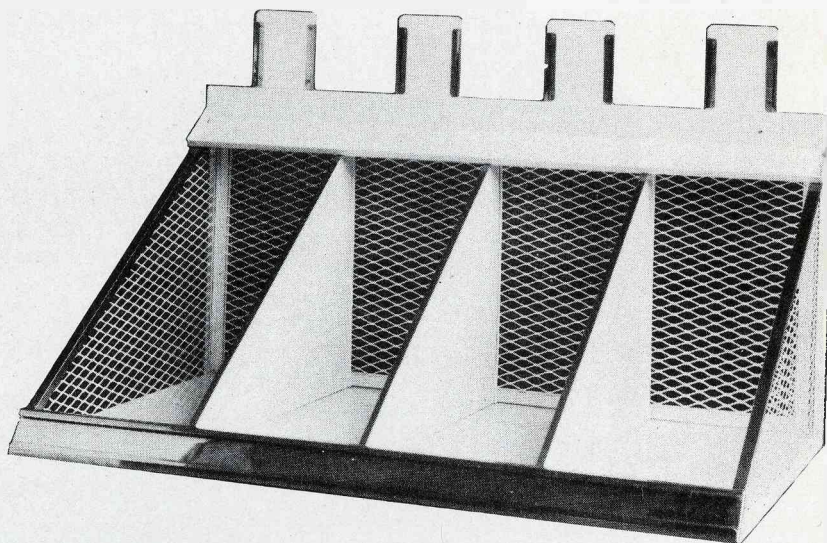
Pedlar's Metal Display Stands

Specially Designed and Built to suit any kind of Merchandise.

They keep your products out in full view of customers for quick sale.

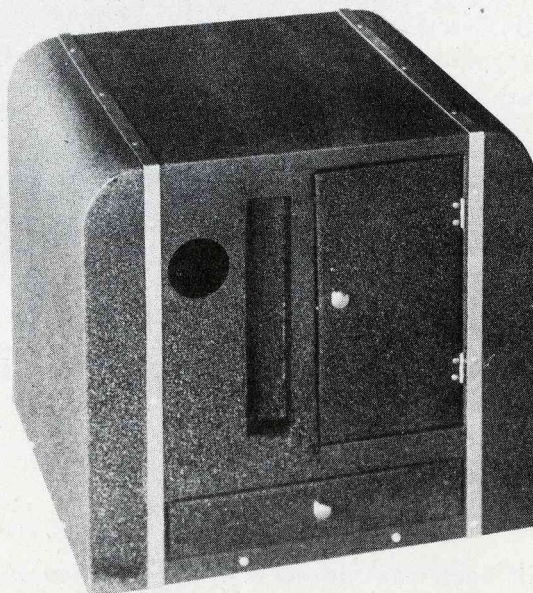
They are practical and permanent and smartly designed.

SANITARY
AND
DURABLE



Our Display Stands as shown on the left are designed to knock down and ship in a small carton, and can be easily and quickly assembled on the job.

Finished in attractive colors.



Another smart product is the attractive Metal Cabinet illustrated on the right, finished in black with nickel trim.

— Enquiries Invited —

Write our Sales Engineer for advice and suggestions when you require anything new in this line.

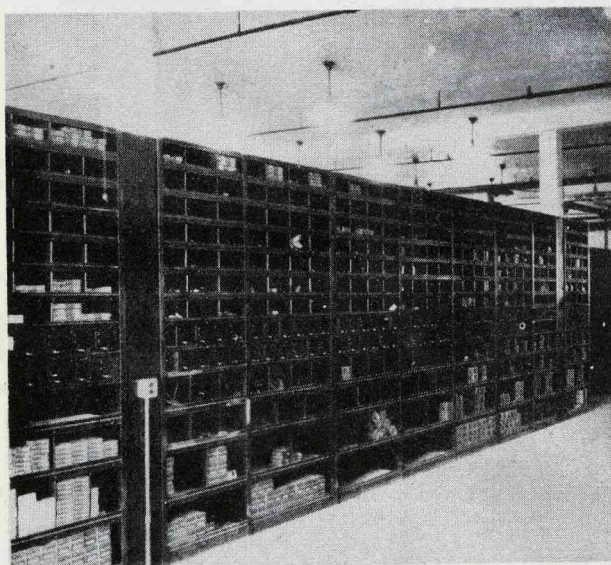
Pedlar's Steel Shelving

OPEN RACK

FOR GENERAL PURPOSE
STORAGE

Angle Iron Uprights pierced for
shelf adjustment.

Shelves constructed for any carrying
capacity specified.



ALL SHELVING

Standard Height—8 ft. 3 in.
Standard Width—3 ft. 0 in.
Standard Depth—12 in., 18 in., 24 in.

Made also to any specification.

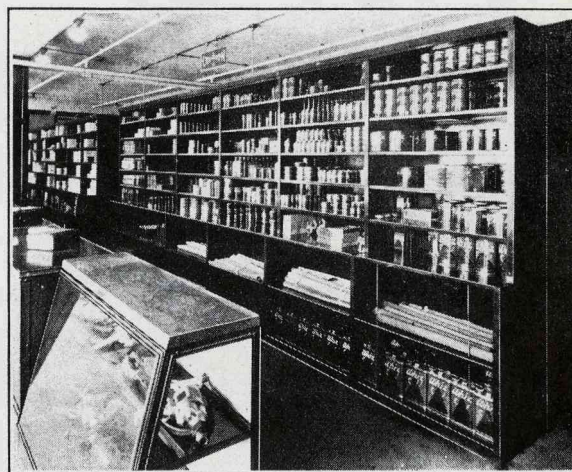
Finished in Olive Green Enamel,
baked on.

BIN TYPE

STORAGE FOR ANY CLASS OF
SMALL ARTICLES

Divider and shelf adjustment to
give desired sized Bins.

Bin Fronts, Label Holders, Drawers
as required.

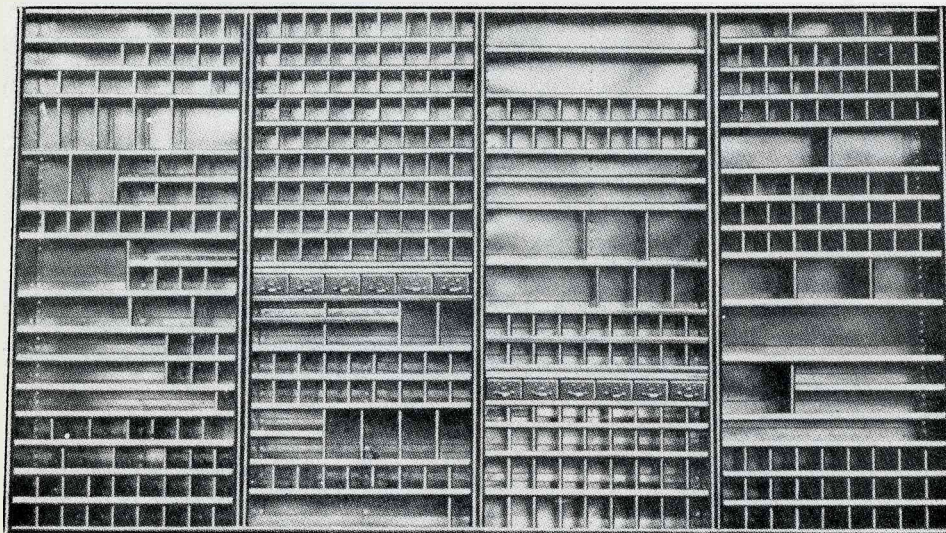


DISPLAY SHELVING

Pedlar's Unit Steel Bin Systems

Grouped Assembly Storage for
All Motor Car Parts

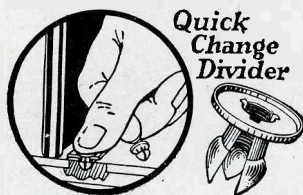
4 UNIT SYSTEM



LAPS Systems are designed to store parts by grouping them under 7 main assemblies—

- Motor.
- Clutch.
- Transmission.
- Rear Axle.
- Front Axle and Steering Wheel.
- Electrical.

movit



Movit Fastener used in all Units; gives a quick change Divider that is close-fitting and self-supporting.

All Units —3 ft. wide—12 inches deep—7 ft. high.

Finished in Olive Green enamel.

Shipped erected ready for use.

Each Unit of a system carries approximately a \$500 stock of parts (re-sale value). This gives a basis to judge size of system required.

STANDARD SYSTEMS

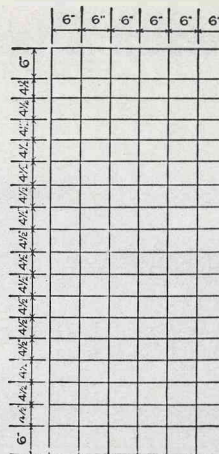
System	No. Units	No. Bins	No. Drawers	Total No. Compartments	Estimated Shipping Weight
1	1	118	12	180	305 lbs.
2	2	207	12	279	515 lbs.
4	4	385	12	403	915 lbs.
8	8	525	12	597	1670 lbs.
12	12	813	25	1021	2570 lbs.

The installation of a Pedlar System means a balanced stock, properly displayed at all times.

A tall, black, rectangular storage cabinet with many small, square compartments, likely for storing film canisters or similar small items. The cabinet is shown from a slightly low angle, emphasizing its height. It has a grid-like structure with numerous small, square compartments arranged in rows and columns. The compartments are dark, and the overall appearance is that of a sturdy, functional storage unit.

[illegible]

Standard Units

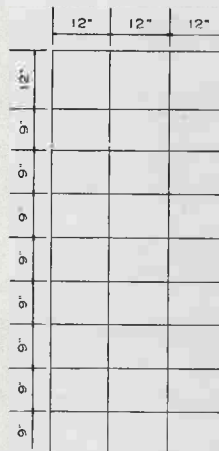


or

[illegible]

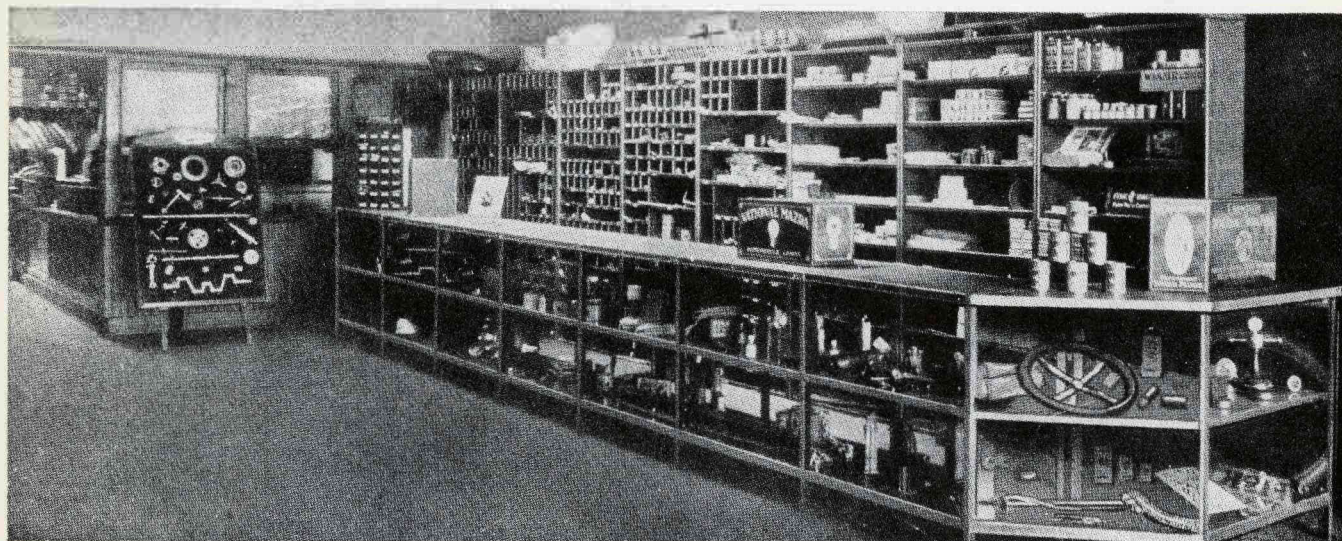
	6"	6"	6"	6"	6"	6"
6'						
4'8"						
4'0"						
3'2"						
2'4"						
1'6"						
1'0"						
6"						

**Special Units
built to
specifications.**



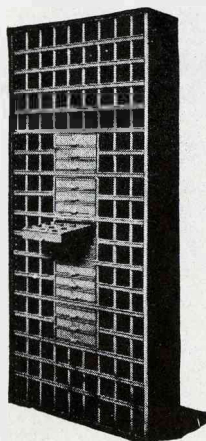
Page Two Hundred and Thirty-Six

A Dealer's Parts Department Equipped with Pedlar Display Counter and Steel Bins



Counter 24" Wide, 40" High. Any Length. Linoleum covered. Equipped with Sliding Doors.

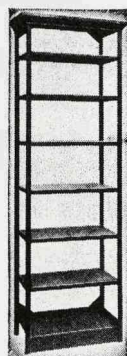
Unit No. 225



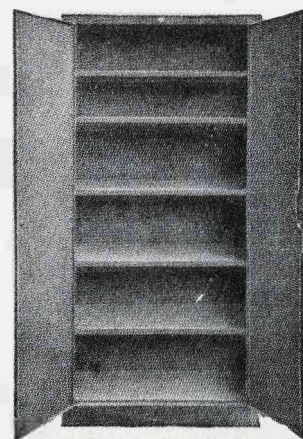
Any combination of Drawers in multiples of 3.

Size of Drawers:—10½" wide, 12" front to back; 2¼" deep; 12 spaces 3"x3½".

End Display Unit



Steel Cabinet No. 1076



This Steel Cabinet (No. 1076) has two doors with a 3-point latch and cylinder lock. For stationery, office supplies and general storage. Width, 36 in.; height, 75 in.; depth, 18 in.

Supplied as a wardrobe (No. 1077) with one shelf and pipe rail for coat hangers.

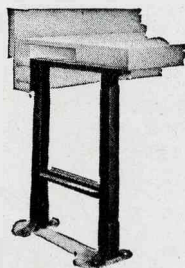
Shipped assembled.
Weight as wardrobe, 190 lbs.; as cabinet, 215 lbs.

Pedlar's Steel Bin Equipment

LIST OF STANDARD SHELVES, DIVIDERS, ETC.

Part	Size	Symbol	Shipping Weight, Pounds
Upright	7'x1'	LU 1	17
Back	7'x3'	LB 1	26
*Shelf	36"	LS 36	7.1
*Shelf	36"	LS 36-D	8.3
Divider	4 1/2"	LD 1	.7
Divider	6"	LD 2	.9
Divider	7 1/2"	LD 3	1.0
Divider	9"	LD 4	1.2
Divider	10 1/2"	LD 5	1.4
Divider	12"	LD 6	1.6
Divider	13 1/2"	LD 7	1.7
Divider	15"	LD 8	1.9
Drawer	4 1/2" x 6" x 12"	LX 60	4.25
Drawer	3 1/2" x 12" x 12"	LX 31, 35 and 38	6.0

BENCH LEG No. 520.

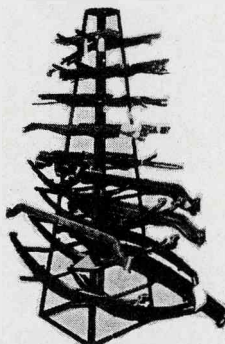


Height 31 in.

Shipping weight 25 lbs.

SPRING RACK

No. 863.



7 Feet High.

Base—22 inches square.

Shipped Assembled.

Shipping Weight—80 lbs.

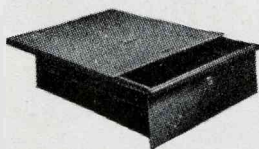
COUNTER CABINET



No. 531—6 Drawers.

No. 530—3 Drawers.

BENCH DRAWER

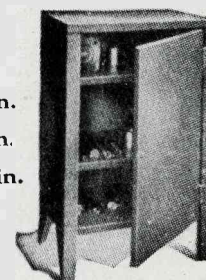


Drawer No. 512—14 in. wide, 5 in. deep,
18 in. front to back;
shipping weight, 15 lbs.

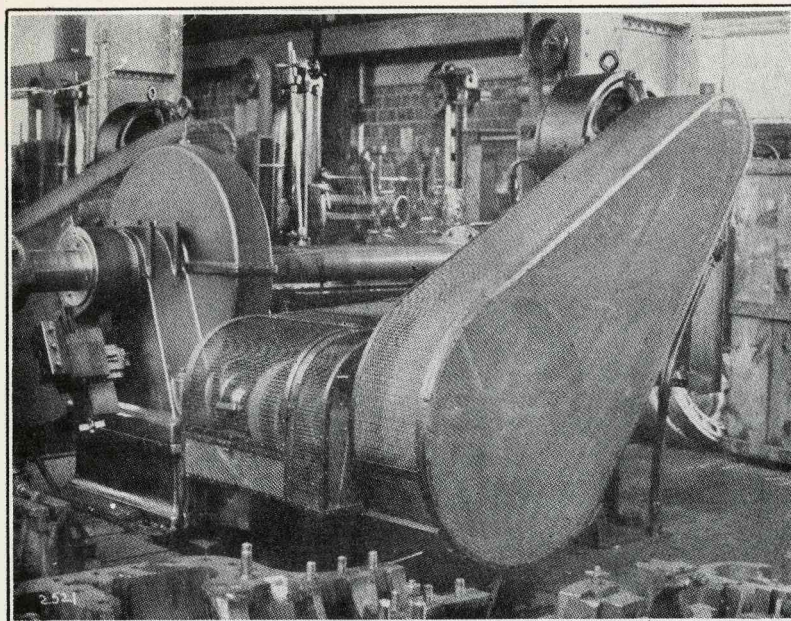
Drawer No. 498—14 in. wide, 6 in. deep,
24 in. front to back;
shipping weight, 22 lbs.

TOOL CABINET

No. 496.



Shipping Weight—90 lbs.



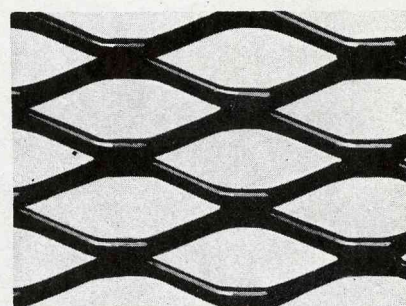
Neat Workmanlike Guards at Small Expense.

The ideal Guard for machines.
Made to specifications for any purpose.

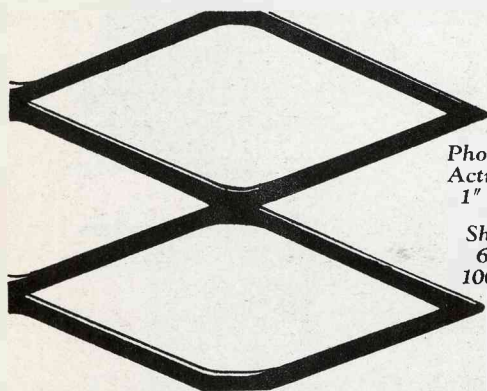
PEDLAR'S Flattened Expanded METAL MESH (SHELFMESH)

A rigid open mesh material with a flat surface for Refrigerators, Ovens, Lockers, Display Stands and Shelving.

Attractive and Sanitary
Made in 2 sizes— $\frac{1}{2}$ " and 1" mesh.
4 ft. wide and up to 8 ft. long.

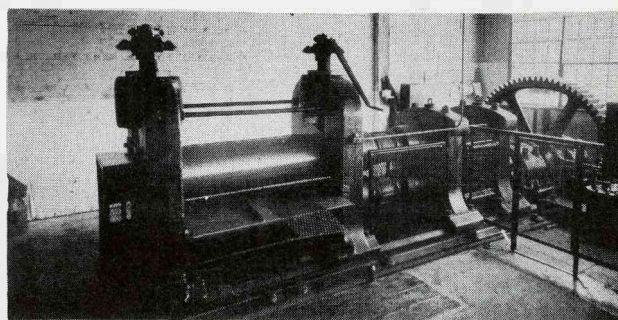


*Photograph Actual Size $\frac{1}{2}$ ".
Ship. wt. 55 lbs. 100 sq. ft.*

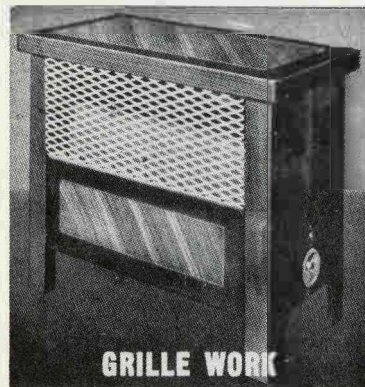


*Photograph
Actual Size
1" Mesh.*

*Ship. wt.
60 lbs.
100 sq. ft.*

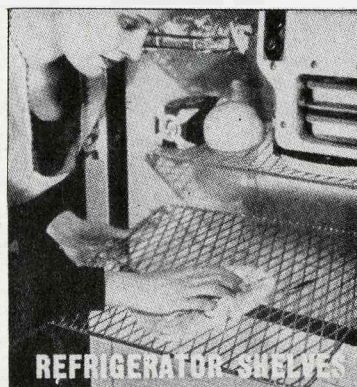


*Play safe and eliminate hazards by installing Pedlar's
Expanded Metal Guards.*



GRILLE WORK

Smart Striking Appearance.



REFRIGERATOR SHELVES

Prevents tipping of Dishes.



OVEN RACKS

Allows circulation of Heat.

Pedlar's Expanded Metal Mesh

FOR ALL PURPOSES

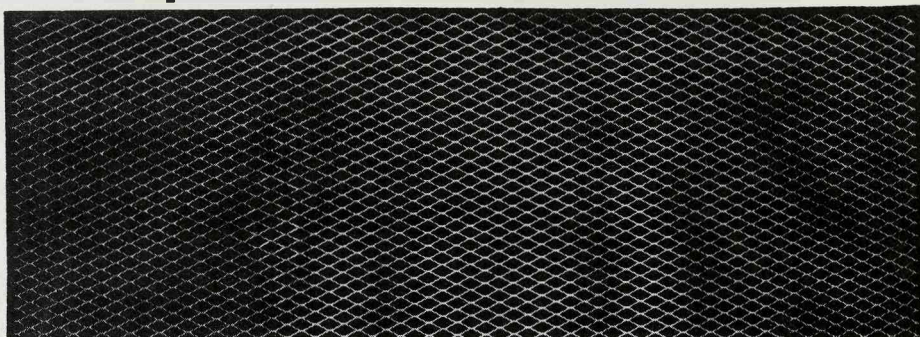
including:

WINDOW GUARDS

SKYLIGHT GUARDS

PARTITIONS

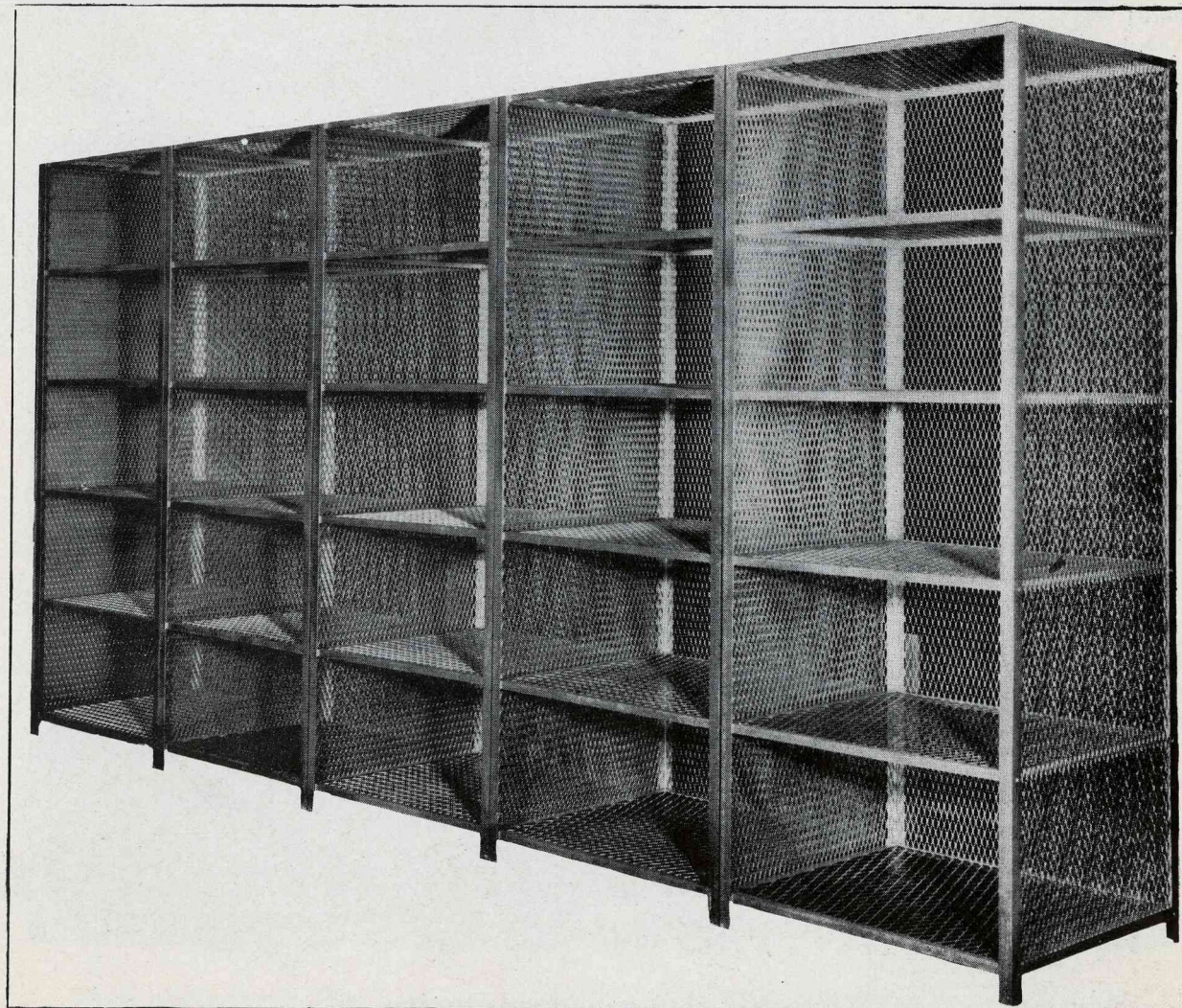
BRAKESHOE



Style No. $\frac{1}{2}$ -18-20. Size 48" x 96".

$\frac{1}{2}$ " Mesh—18 Gauge. Sec. Area—20.

MODERNIZE YOUR WAREHOUSE WITH SHELF-MESH



*Pedlar's Flattened Expanded Metal is ideal for Shelving and Bins.
No Burrs or Sharp Edges — Beautiful in Appearance — Durable.*

Pedlar's Steelcrete Vault Mesh

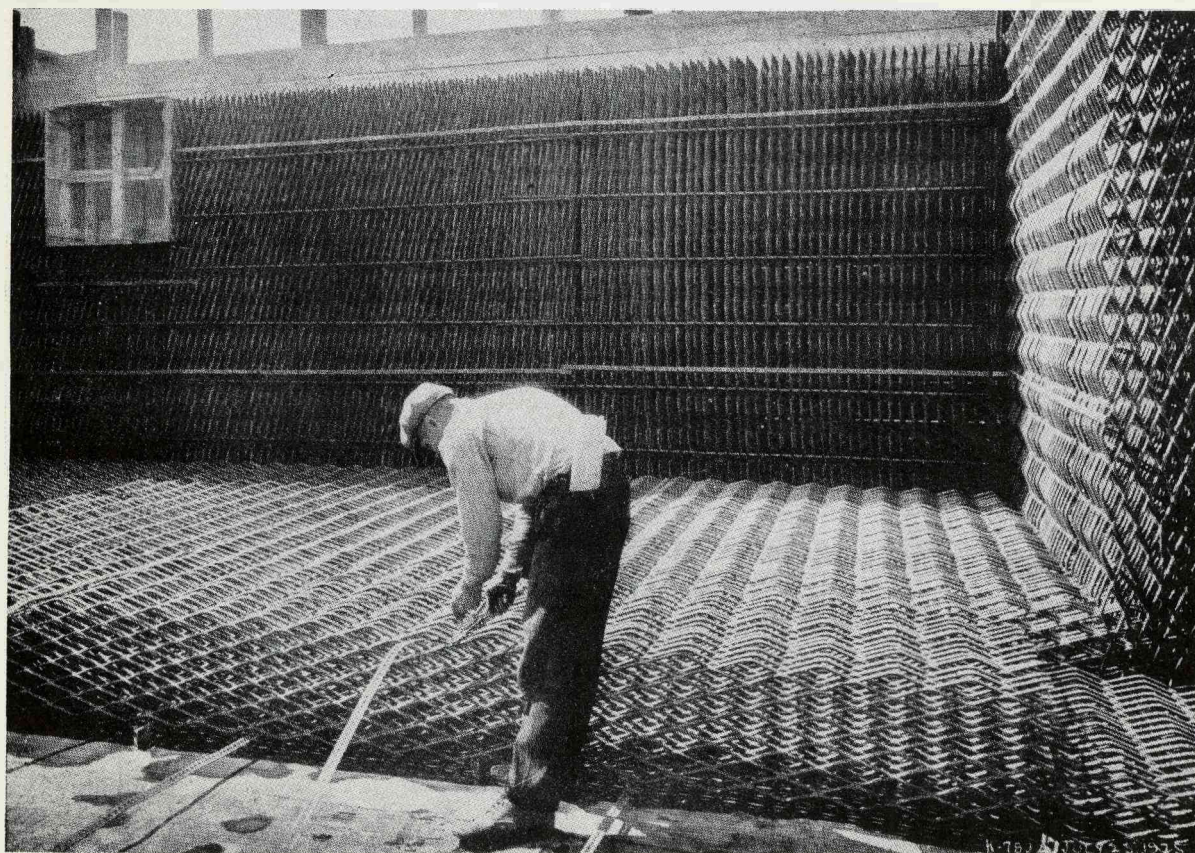
The armor mat for the Vault is made from 3 gauge Black Steel Sheets weighing 3.63 lbs. per sq. ft. and supplied in Sheets.

The Steelcrete System of Vault protection is a very simple but effectual plan for constructing bank vault entanglements.

The type "H" system is the system that was invented and patented for the U. S. Federal Reserve Board. The units in the walls are laid horizontally metal to metal, in alternating rows overlapping in the corners those of the adjoining walls. Between the units in the floor and roof slabs, $\frac{3}{4}$ " hard steel rods are placed so that there is no opening in the entire vault for a drill to penetrate. The type "H" system was used in the Federal Reserve Bank of New York.

In the above horizontal and vertical systems, the mats are delivered on the job, "knocked down" and ready for assembly in the forms. The work is done from detail drawings which we furnish gratis. The labor of placing is furnished satisfactorily by the concrete contractor.

The type "V" system which was developed from the "H" type also takes the special low insurance rating. The units in the walls are set vertically. The units in the floor and roof are placed in like manner. Hard steel $\frac{3}{4}$ " rods are placed through the mat tying the mats securely together. In an 18" wall, it is customary to install a mat 16" thick.



VERTICAL TYPE "STEELCRETE"

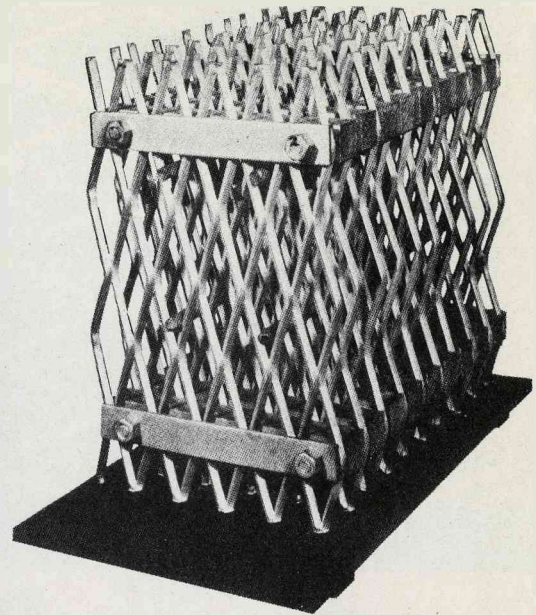
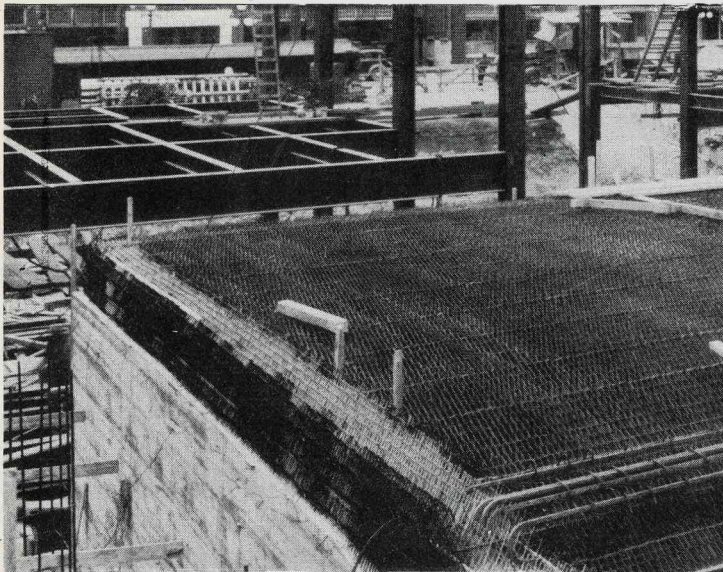
Note the tool-resisting bars passing through the successive vertical rows of Steelcrete.

Pedlar's Steelcrete Vault Mesh

REDUCES BURGLARY INSURANCE RATING

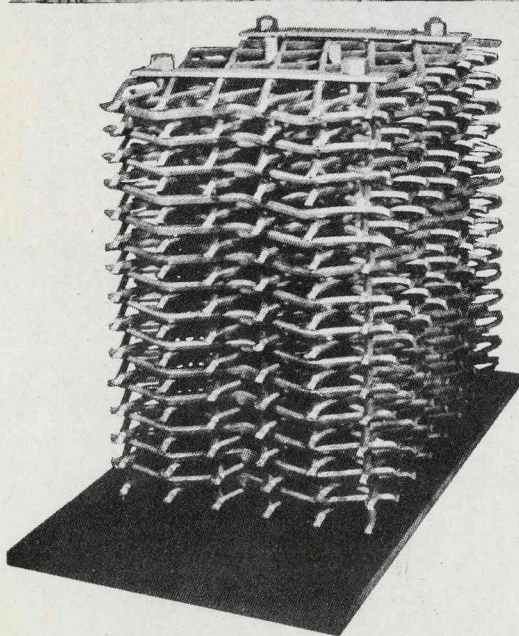
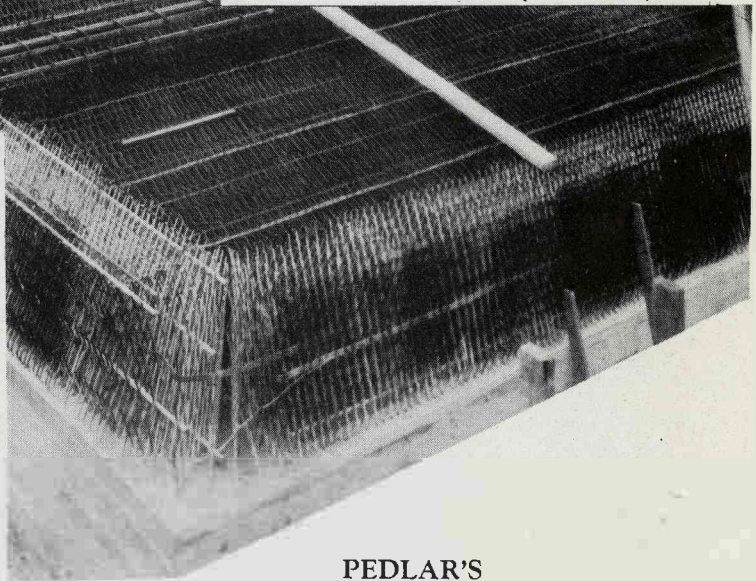
Tests established two principles of Vault Protection.

- (1) That concrete with embedded steel offered the greatest protection against scientific method of attack by burglars.
- (2) That the reinforcement should consist of an entanglement of steel strands embedded in concrete, in preference to large irregular shapes of steel or grillage of bars.



Model of Vertical System
Steelcrete Armor Mat.

(Note the Tool-Resisting Bars passing through the successive layers of Steelcrete).



Model of Horizontal Type
Steelcrete Armor Mat.

(Note the Tool-Resisting Bars passing through the successive layers of Steelcrete).

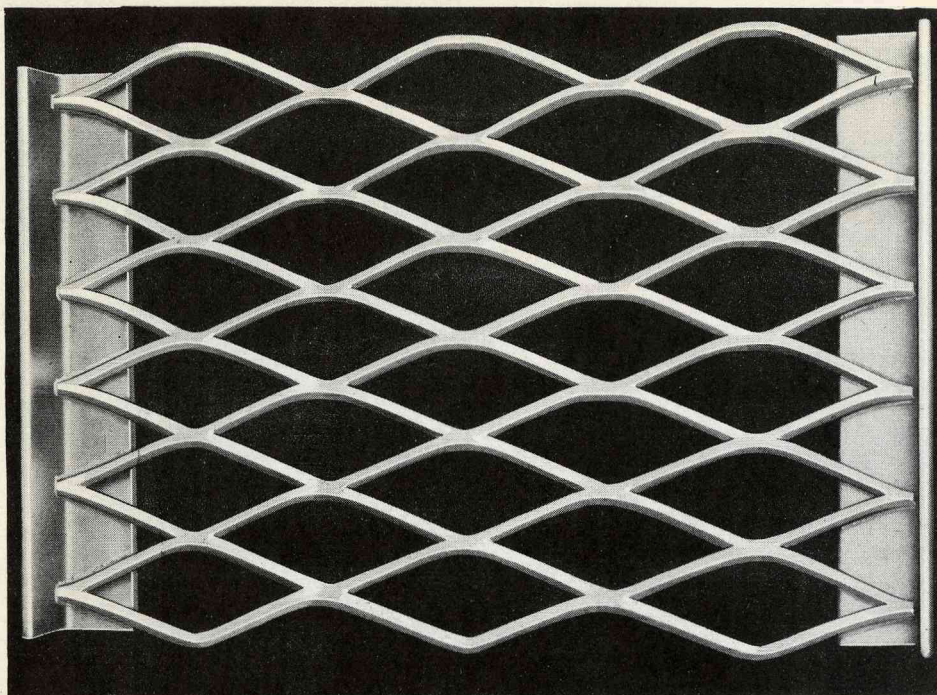
PEDLAR'S STEELCRETE VAULT MESH

used on Floors, Walls and Ceiling of Vault.

The Bank of Canada — Ottawa, Ontario

General Contractors—The Pigott Construction Co.
Ltd., Hamilton, Ontario.

Architects—Marani, Lawson & Morris, Toronto
Associate Architect—S. G. Davenport, Montreal



PEDLAR'S SKYWALK MESH

for

Safe Walkways around tanks, boilers, and towers, also in mine and paper mills.

Supplied either Painted or Hot Dipped Galvanized.

Write for illustrated folder and prices.

Skywalk Mesh is heavy Expanded Metal made from $\frac{1}{4}$ " Steel Plates. Openings of the diamond mesh are $2\frac{1}{2}$ " x 6".

Weight Mesh 2.0 lbs. per sq. ft.

Made in lengths up to 10 feet and in widths of 24 inches or multiples of 4 inches.

Mesh is supported by $2\frac{1}{2}$ " x $2\frac{1}{2}$ " x $\frac{1}{4}$ " angles electrically welded at each strand.

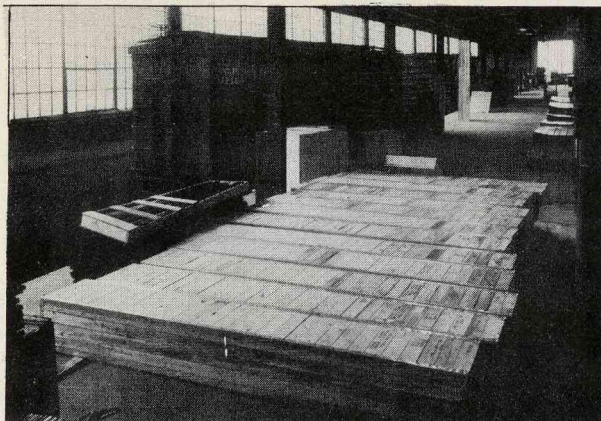


PEDLAR'S *Skywalk* MESH



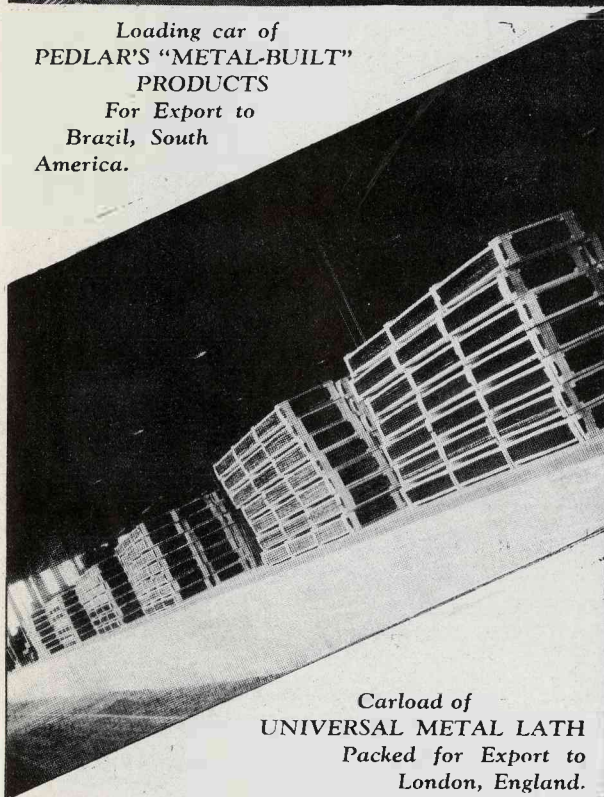
Firm, non-skid walk on overhead signal trestle made of Skywalk Mesh. Mesh is supported by angle iron floor frame. Note lap joints of single strand the short way of the diamond without increase of thickness. A walk of this kind will give long satisfactory service.

Exporting - All - Over - The - World

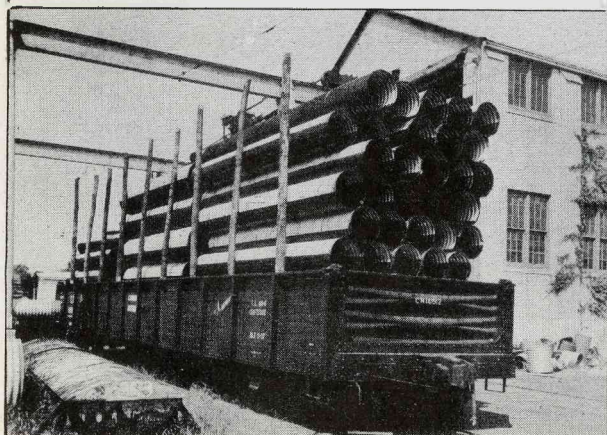


Loading car of
PEDLAR'S "METAL-BUILT"
PRODUCTS

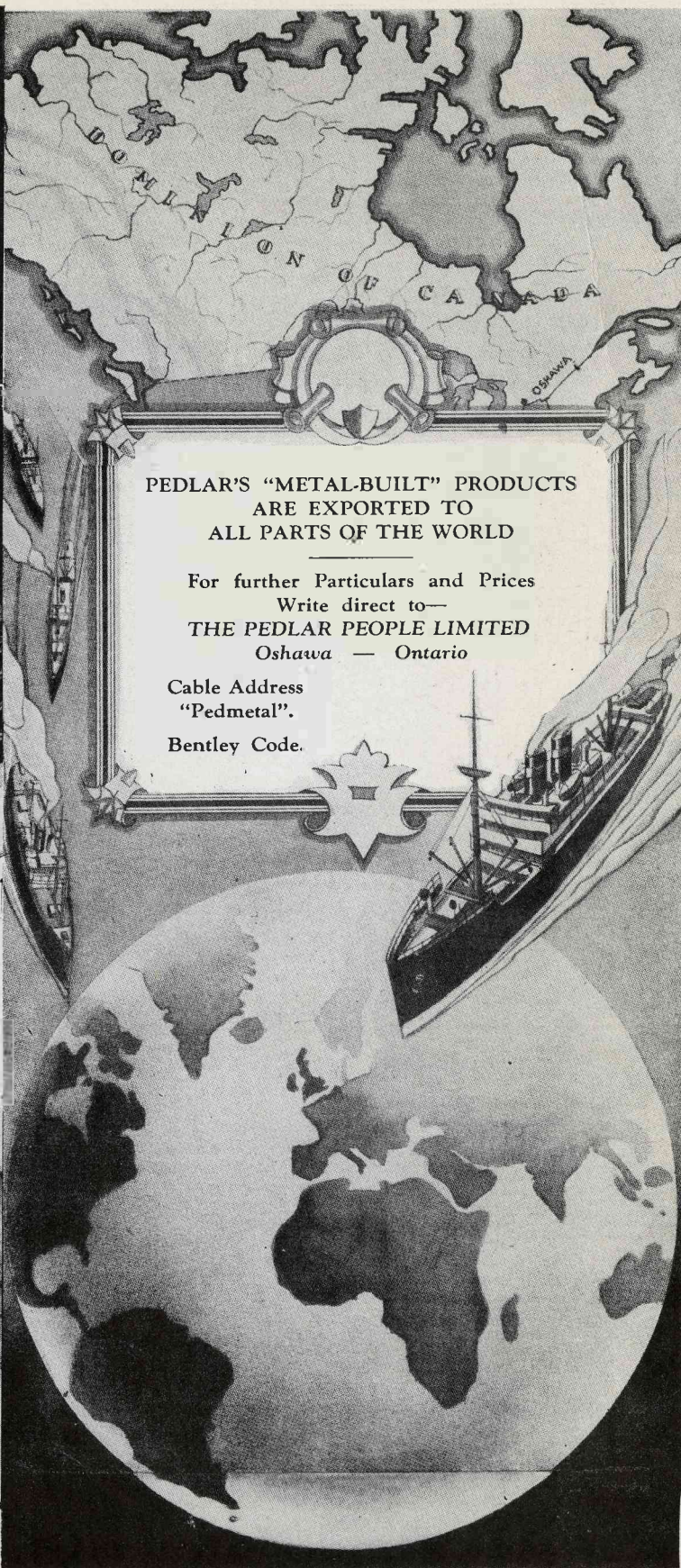
For Export to
Brazil, South
America.



Carload of
UNIVERSAL METAL LATH
Packed for Export to
London, England.



Carload of Paved Invert Metal
Culverts, enroute to Newfound-
land.



PEDLAR'S "METAL-BUILT" PRODUCTS
ARE EXPORTED TO
ALL PARTS OF THE WORLD

For further Particulars and Prices

Write direct to—

THE PEDLAR PEOPLE LIMITED

Oshawa — Ontario

Cable Address

"Pedmetal".

Bentley Code.

WEIGHT AND THICKNESS OF STEEL SHEETS

(In United States Standard Gauge)

Gauge	BLACK			GALVANIZED	
	Thickness Fractional Inches	Thickness Decimal Inches	Weight Per Sq. Ft. Pounds	Thickness Decimal Inches	Weight Per Sq. Ft. Pounds
1	9/32	.28125	11.25		
3	17/64	.265625	10.625		
3	1/4	.25	10.00		
4	15/64	.234375	9.375		
5	7/32	.21875	8.75		
6	13/64	.203125	8.125		
7	3/16	.1875	7.5		7.656
8	11/64	.171875	6.875		7.031
9	5/32	.15625	6.25		6.406
10	9/64	.140625	5.625	.147	5.781
11	1/8	.125	5.00	.1289	5.156
12	7/64	.109375	4.375	.1133	4.531
13	3/32	.09375	3.75	.09765	3.906
14	5/64	.078125	3.125	.082025	3.281
15	9/128	.0703125	2.8125	.074212	2.9685
16	1/16	.0625	2.50	.0664	2.656
17	9/160	.05625	2.25	.06015	2.406
18	1/20	.05	2.00	.0539	2.156
19	7/160	.04375	1.75	.0489	1.906
20	3/80	.0375	1.50	.0414	1.656
21	11/320	.034375	1.375	.03783	1.531
22	1/32	.03125	1.25	.03515	1.406
23	9/320	.028125	1.125	.03215	1.281
24	1/40	.025	1.00	.02915	1.156
25	7/320	.021875	.875	.0258	1.031
26	3/160	.01875	.75	.02265	.9062
27	11/640	.0171875	.6875	.02109	.8437
28	1/64	.015625	.625	.01952	.7812
29	11/640	.0140625	.5625		.7187
30	1/80	.0125	.50		.6562

METRIC WEIGHTS AND MEASURES

Metre.....	=	3.2808992 feet.
Metre.....	=	39.37079 inches.
Millimetre.....	=	.0397 inch.
Litre.....	=	1.760773 pints.
Gramme.....	=	15.4323 grains troy.
Kilogramme.....	=	2.2046 lbs. avoird.
	or	2.6792 lbs. troy.
Tonne (1000 kilos).....	=	2204.621 lbs. avoird.
Millimetre.....	=	1/1000 Metre.
Centimetre.....	=	1/100 Metre.
Decimetre.....	=	1/10 Metre.
Decametre.....	=	10 Metre.
Hectometre.....	=	100 Metre.
Kilometre.....	=	1000 Metre.
Myriametre.....	=	10000 Metre.

HOW TO CALCULATE APPROXIMATELY THE CONTENTS OF SQUARE, RECTANGULAR AND CIRCULAR TANKS.

Square or Rectangular—Multiply the length by the breadth and the product by the depth; the result multiplied by $6\frac{3}{4}$ will give the contents in gallons.

Example—Tank 4 feet long, 4 feet high, 5 feet deep.

$$4 \times 4 = 16 \times 5 = 80 \times 6\frac{3}{4} = 500 \text{ gallons.}$$

Circular—Multiply the diameter by itself, then multiply the product by the depth, and the result by 5.

Example:—Tank 5 feet diameter, 6 feet deep
 $5 \times 5 = 25 \times 6 = 150 \times 5 = 750 \text{ gallons.}$

NUMBER OF GALLONS CONTAINED IN CIRCULAR TANKS

Diameter	When the Depth is							
	3 ft.	4 ft.	5 ft.	6 ft.	7 ft.	8 ft.	9 ft.	10 ft.
4 feet..	234	312	390	468	546	624	702	780
5 feet..	363	484	605	726	847	968	1089	1210
6 feet..	515	700	875	1050	1230	1400	1545	1750
7 feet..	720	960	1200	1440	1680	1920	2160	2400
8 feet..	933	1244	1555	1866	2177	2488	2799	3110
9 feet..	1185	1480	1975	2370	2765	2960	3555	3950
10 feet..	1464	1952	2440	2928	3416	3904	4392	4880
11 feet..	1776	2368	2960	3552	4144	4736	5326	5928
12 feet..	2112	2816	3520	4224	4928	5632	6336	7040

Water—A cubic foot of water contains nearly $6\frac{3}{4}$ gallons (6.2321) and weighs a fraction over 62 pounds.

FLUXES FOR SOLDERING

Tinned Iron.....	Resin or Spirits of Salts.
Copper and Brass....	Sal Ammoniac or Spirits of Salts.
Zinc.....	Spirits of Salts.
Lead.....	Resin.

THE PEDLAR PEOPLE LIMITED

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